

AMERICAN



# RAILROAD JOURNAL.

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## CONTENTS.

Editorial Notices, &c. ....	321	Foreign Intelligence.....	329
Letter from Baltimore.....	321	Home Affairs.—American	
Continuation of extracts		Bible Society, American	
from Wood's Treatise		Lycum, Connecticut,	
on Railroads.....	322	Congress.....	330
Sketches on a Report of		Summary.....	333
Chief Engineer Knight.....	323	Miscellany.....	334
Railroads, &c.....	325	Poetry, &c.....	335
Literary Notices, &c.....	326	Prices Current, &c.....	331

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NEW YORK, MAY 19, 1832.

We cheerfully give place to the well written communication of FRANKLIN, although it calls in question the correctness of opinions expressed by Mr. Knight, Chief Engineer of the Baltimore and Ohio Railroad, in his report of 1831. We have relied with great confidence, as we still do, upon Mr. Knight's experience in the business of Railroad making; yet we are fully of the opinion that the system is comparatively in its infancy, and therefore we are desirous of receiving communications from scientific and practical men, which may lead to investigation, and we hope to improvements.

At a meeting of the Corporators of the New York and Erie Railroad Company, held at New York on the 12th of May, at the office of the American Railroad Journal, the following Resolution was adopted, to wit:

*Resolved*, That a meeting of the Corporators named in the New York and Erie Railroad bill be called at Manning's Hotel, in the village of Owego, county of Tioga, on the second Thursday of June next.

**Boston & Providence Railroad.**—We have been favored with Capt. McNeill's report of his survey of the routes between Boston and Providence for a Railroad. It came too late to hand to enable us to examine it in time for this number of the Journal; yet we are satisfied from what we have read and an examination of the profiles which accompany the report, that it presents the subject in a very favorable light, and we have no doubt that the road, when completed, will prove one of the most useful and productive Railroads in this country. We have only space for two short extracts to-day, but shall, probably, soon publish the report more at length.

The character of the country between Boston and Providence is such as rather to require the exercise of judgment in the selection of one from among numerous very feasible routes for a Railroad, than even the ordinary research to determine that such a work is easily practicable between those points.—For although to the base of the dividing ridge, which separates the waters flowing northward into Mass-

achusetts Bay, from those descending southward into Narragansett Bay, (and which as a consequence must be crossed by any route from Boston to Providence) it is soon apparent that but two general routes can be suggested—to wit: either through the valley of the Neponsett River west of the "Blue Hills," or along the coast and east of the Blue Hills; yet the summit of this ridge may be attained at various points by a gradual approach to it through the valleys of the several branches of the Neponsett, which unite near its base; and we find that, from the more level character of the country south of the summit, the preference due to either route must be very much dependent on the comparative facility with which we surmount the Dividing Ridge.

By the following extract it will be seen that the greatest ascent is only 30 feet to the mile; which may be overcome with ease by locomotive power.—The average ascent varies but a fraction from seven feet to the mile—and the distance to Providence, by the most direct routes surveyed, is from 40 to 44 miles—and by the way of Taunton 50 1/2 miles.

We now cross the West Branch of the Neponsett, and in 8 1/2 miles reach the summit of the Dividing Ridge in Foxboro'—ascending for 7 miles at 25 feet per mile, and then for 1 1/2 miles at 30 feet.

Soon after crossing the West Branch, its valley becomes more contracted, and somewhat crooked; the stream frequently impinging on the hills which bound it, and necessitating frequent excavations and embankments of considerable extent. Such, however, is the character of the valley no further than "Walspole Centre" when, resuming its southerly direction, it presents an open meadow-land, bordered by hills of gentle slope, and pursues generally a straight course to the summit.

Arrived at the summit in a distance of 22 1/4 miles from Boston, the plane of the road is reduced by a cut of 13 feet in depth to an elevation of 267 feet above the base of reference, which level is maintained for half a mile between the head waters of the West Branch of the Neponsett and Wading Rivers—passing in the vicinity of Mr. I. Carpenter's.

We continue in this number of the Journal, our extracts from Wood's Treatise on Railroads. Those heretofore given related to the materials and manner of constructing the road: the present extract refers to Railroad carriages.

We have been permitted to publish the following extract from a letter, written by a gentleman of this city, now in Baltimore. It will, we trust, in a good measure satisfy those who have been apprehensive that our great Western Railroad from New York to Lake Erie will be obstructed by snow and ice, that they have little to fear from that difficulty.

BALTIMORE, MAY 12, 1832.

Dear Sir—I have had the pleasure to visit the first section of the Baltimore and Ohio Railroad, extending thirteen miles from this city across the Patapsco, and up the valley of that river to Ellicott's

Mills. The road in this section passes through excavations of great depth, and over embankments of great height, and under circumstances eminently calculated to expose the tracks to every inconvenience which could possibly be occasioned by frost or by snow. The last winter was remarked here for its unusual rigor, undoubtedly exceeding the average severity of the winters in the State of New York. Having been entertained, as you are aware, with very dismal accounts at Albany of the injuries occasioned to Railroads by cold weather, it became very interesting to ascertain the extent of the damages sustained here by the unusually severe season just passed. Inquiries were closely made of every person at all likely to know the fact; from directors, agents, superintendants, down to the drivers of the cars, and I have ascertained, beyond all doubt, that the whole frost, snow, and cold weather, of the last winter, has not injured this Railroad to any extent whatever. Upwards of sixty miles are now finished, and in this whole line no part of the track has been taken up, except in one instance of about thirty feet in length. The whole amount expended in repairs, of every kind, since the first of November last, does not exceed five hundred dollars. I have excited no small degree of ridicule and astonishment, by repeating the frosty accounts which were communicated to some of the friends of our great New York and Erie Railroad. You may look upon it as a settled fact, that we have nothing, positively nothing to fear from frost or cold weather.

And as to the snow—a very simple machine, attached to the front of the car, clears the track with the utmost celerity, certainty, and ease—and most abundant evidence of its sufficiency is found in the fact, that the Baltimore Railroad has been actually used, and in full unembarrassed operation, every day during the last winter; with the single exception of one day, when the weather was so intensely cold that no passengers applied to be carried, and it was thought unnecessary to send out the drivers with empty carriages. But the use of the road never has been interrupted by the weather for a single hour.

They effect the passage of the cars over the inclined planes without stationary power, other than increasing the number of horses at those points.—Some of those ascents are as much as 1 in 14, or 300 feet in the mile.

The company will be able to pass the Point of Rocks by some increase of expense—either by crossing the Potomac, or excavating into the side of the mountain.—The obstacle is not insuperable, and there is therefore no doubt that by their energy they will succeed in continuing the work to the Ohio river. They are powerfully supported by the finances and credit of the city and the state.

Under these circumstances, what is the duty of our city?



CONTINUATION OF WOOD'S TREATISE ON RAILROADS.

*Of Carriages adapted to Railroads.*

It is very obvious that the form of the carriages will depend, in a great measure, upon the nature of the goods to be conveyed in them; many kinds of goods requiring a different sort of carriage. To attempt to give plans of the different forms of the body of carriages to be used upon Railways, would be an endless task; I shall, therefore, confine myself principally to the description of the wheels and axles, or other parts, which the nature of the road requires should be always of the same form and construction.

The carriages, or, as they were termed "wagons," used at the first introduction of Railways, were, and still remain, where employed in conveying coals, the frustrum of a pyramid, or in the shape of a hopper: being much broader and longer at the top than at the bottom: the Railroads almost universally descending towards the depot, the fore-wheels were made of greater diameter than the hind-wheels, according to the angle of the road; the object being to keep the wagon in a horizontal position; the fore end of the wagon resting on the large wheels, was also made to project considerably further beyond the perpendicular line of the axles of the fore than the hind-wheels, so that the centre of gravity of the load was not midway between the wheels, but much nearer the large wheels than the smaller, and, consequently, laying a greater weight upon them than upon the latter. This form of the wagon has gradually given way to wheels of the same size, and the body of the carriage square, and placed equally upon the two axles.

The wheels were, for a long period, made of wood, composed either of one entire piece, or of two or three pieces fastened together. The mode of making the latter was by joining the pieces together by wooden pins, and securing them by flat slips of iron, in the shape of an S, nailed upon the line of the joining. The periphery of the wheels was hewn into the proper shape, by the workmen, with a projection on one side to keep them upon the rail. The axles were made of wrought iron, and fixed firmly into the centre of the wheels, and, consequently, turned upon the bearing with the wheels. From the very probable inaccuracy of the workmanship, it is not likely the periphery of the wheels would be perfectly circular, which would cause a sort of jolting or undulatory motion of the load, and thus increase the draught.

To one side, or, in some instances, when steep declivities were to be descended, to both sides of the wagon, a brake or lever was attached, which was made to press upon the wheels of the carriage, and regulate the velocity.

It seems uncertain at what precise period cast iron wheels were first introduced. In a Dictionary of the Arts and Sciences, published in 1754, a drawing is given of a cast iron wheel used upon carriages to convey stones from a quarry near Bath, said to be "a great improvement in some carriages and wagon-ways made use of at the coal mines near Newcastle;" from whence we may suppose they had not been used there at that period. How long after this they were adopted, I cannot learn; but, in 1765, two wooden and two cast iron wheels were mostly in use, the wooden ones retained for the application of the brake or convey.

Great reluctance was shewn, even down to a very recent date, to relinquish the employment of wooden wheels; many objections were urged against the others, their liability to break, to cut the rails, their insufficiency to present an adequate hold to the brake. At first the cast iron wheels do not appear to have been properly formed, to avoid the contraction in cooling, and they frequently broke in pieces; increased knowledge of the properties of cast iron, and of the utility of that kind of wheel, soon, however, produced a general acquiescence in their use.

When cast-iron rails came into use, the wooden wheels could no longer be used, so that the introduction of the former would accelerate the discarding of the latter.

The cast iron wheels, now formed for the plate rails, are generally of one entire piece, being thicker in the middle to retain the axle, and about two to three inches broad on the rim, and much thinner towards the middle, or nave; many of the carriages, used upon the plate rails, have wheels, loose upon the axles, the latter being either fixed upon the carriage, or running loose upon a bearing or chair. Many different forms of wheels are used, some with spokes, similar to the common cart wheels and some solid, with holes out in them to reduce their weight. The cast iron wheels for the edge-rail are almost universally made with six or eight

spokes, with a nave about seven inches broad, thro' which is a square or round hole to receive the axle, and a rim of about four inches in breadth.

The rim of the wheel is mostly made a little conical, rather increasing in diameter: this is for the purpose of keeping the wheels from rubbing against the sides of the rail with the ledge: the increase in diameter, when the wheel rolls near the inner side of the rim, tends to throw it off towards the other side; and consequently from the side of the rail.—It is evident that this ought not to be carried too far, otherwise the motion of the carriage will be very irregular, and the inclined position of the bearing would tend to press the rail outwards, and throw a sort of oblique strain upon it. The height of the ledge is generally about an inch, and practice has shewn this to be sufficient to prevent the carriages from running off the rails.

A very formidable objection to the use of iron wheels was, that the rails, especially when their surfaces were narrow, tended to form, or rub an indented groove around each of their rims: which groove, when of moderate depth, not only caused considerable friction, but was liable to break the rails by a side pressure. The edges also of the top of the cast-iron rail, suffered much by the action of the sides of the groove upon them, and frequently were broken off, on the interior side, for the whole length of the rail. After this, the breadth of the surface of the rails was increased, which remedied the evil to a certain extent: but the expense of repairs was still considerable.

A complete remedy for this was, however, effected a few years ago, by what is called "casehardening" the rim of the wheels. This is done by running the metal, which forms the exterior surface of the rim of the wheel, against a cold cylindrical piece of iron; the rapid abstraction of heat by the cold iron produces such a degree of hardness to the metal, that the file has no effect upon it, and this hardness effectually prevents the action of the rail from wearing it into grooves.

Previous to this, the cost of wheels was a very serious charge in the annual repair of the carriages: but the wheels now, when properly casehardened, work for many years without wearing away. Several, which have been in use for eight years, are still in good order; and, from their appearance, are likely to remain so for a considerable time to come.

The operation of casehardening was at first attended with great difficulty. The rapidity with which the cold iron caused the rim to cool, prevented the uniform contraction of the metal in all the parts, and made them frequently fly in pieces. The rim being first cooled, did not yield to the contraction of spokes in cooling: which, if it did not cause them to separate immediately, left such a tension upon them, that the shocks they received, when brought into use, soon made them crack, and thus rendered the wheel useless. Many plans were devised to remedy this; in some, the rim was made considerably thicker than the spokes, in the expectation that the latter would cool sooner; in others, the nave was formed in two parts, and afterwards secured with iron hoops.

In Messrs. Losh and Stephenson's patent, to which we have before alluded, there is described a mode of forming the wheels with wrought-iron spokes, in such a way as to yield to the unequal contraction occasioned by the case hardening of the wheels.

This system of case hardening the rim of the wheels, as before stated, has been found to be of very great utility, reducing the wear and cost to a comparatively trifling amount. The hardness certainly renders them more liable to crack, or break, by sudden jerks; but this tendency is partly overcome by the rims being made a little thicker now than formerly: the malleable iron spokes also tend, in a certain degree, to obviate this objection.

It has been urged against case-hardened wheels, that their hardness makes them liable to cut the rails: this might apply to narrow rubbing surfaces, but cannot have any application to one surface rolling over another, when the hard surface is the rolling one, and also the broader. I have often examined, very carefully, their action upon the rails, but could never find any tendency in them to cut the rails; when the common wheels are indented on the surface of the rim, they are very liable to injure the rails, from the periphery thus grooved breaking the sides of the bearing surface of the rails off, and leaving only the middle section. This is frequently the case, as may be seen on all those Railroads upon which the common wheels have been long used. The universal adoption of casehardened wheels on all the principal Railroads, in preference to the common wheels, is, however, the best criterion which can be

adduced of the general belief of their superiority. The case hardening is, as previously explained, effected by running the metal against a cold cylinder of cast iron. I am inclined to think, that this tends to form the wheel more perfectly cylindrical than casting in the ordinary way; which will lessen the resistance by remedying any resistance arising from the undulatory motion produced by the imperfect circular form of the rim.

The very great rapidity at which it is now proposed to travel upon some of the public Railways, renders the liability of casehardened wheels to break;—not only from the brittle nature of the material, but also by the friction of the wheels upon the rails at such great velocities, heating and expanding the rims—an object of very serious consideration: various plans have already been devised to obviate this objection. It will be subsequently seen that the cast-iron wheels of the Killingworth engines had been hooped with wrought-iron tires, which was not only found to be quite practicable, but also a great saving in the wear, compared with common cast-iron wheels; since that time the wheels of the engines made by Messrs. Stephenson & Co. have been either made of cast-iron, hooped with wrought; or with wooden spokes, on which was laid a malleable iron tire: wheels, thus hooped, though more expensive, seem quite necessary for the rapid rate at which some of those engines are propelled. The same plan of hooping the cast-iron wheels with wrought-iron tires, has also been adopted with respect to the common carriages; which, like the engine-wheels, though more expensive, is strictly necessary.

Messrs. Jones, of London, have a patent, which is described in the sixth volume of the "Repertory of Patents," p. 279, where the spokes are screwed into the nave, and thereby any strain by the unequal expansion of the rim is obviated.

The axles of the carriages used at the coal works are universally made of wrought iron, being square at the ends, to fit the square hole *d*, through the nave of the wheel. Upon the frame of the carriage is fixed a chair, which rests upon the axle, the latter being turned smooth, to reduce the friction as much as possible. Upon the side of this chair a projection is cast, extending beyond the side of the frame of the carriage, which projection, by rubbing against the faced flange, in the nave of the wheel, prevents the carriage from coming in contact with it; and, being kept well greased or oiled, reduces the friction, when, by one side of the road being lower than the other, the body of the carriage is thrown to one side; or this is sometimes effected by putting a loose ring upon the axle, which rubs against the flange; the latter I consider more preferable, as rubbing nearer the centre of motion, and more likely to keep lubricated with oil. These chairs have successively been made of wrought-iron, brass, and cast-iron; the latter I consider the most eligible, for reasons which I shall hereafter assign. The size of the axles will necessarily depend upon the diameter of the wheels, and the weight they have to sustain. Upon the wagons used to carry the coals from the collieries in the neighbourhood of Newcastle, the diameter of the axles is from two inches and a half to two and three quarters, and the diameter of the wheels about three feet; the weight of the carriage and load amounting to above three tons.

Upon public lines of road, the form of the carriages will, as before stated, vary with the nature of the goods they are required to convey; bulky goods of course requiring larger carriages. The drawing of the carriages previously given, is for the conveyance of coals; in these, the sides of the carriage come between the wheels, and the upper part projects in the form of a hopper: this plan for coal wagons is very convenient, where, as in the north, the coals are to be emptied out at the bottom, at the shipping places. For the conveyance of coals into towns a different form is necessary; as in this case, the carriage used for the rail-way must either be so constructed, as to travel upon common roads, or the body of the carriage must be of such a form that it can be transferred to wheels suitable for the streets.

"Such, then, are the extraordinary performances of Locomotive Engines, arising from the combined effect of the Steam Engine and the Railway; and whether we consider the prodigious powers of Locomotion and of draught, which are now by this improvement placed at our command, the economy of transport for heavy goods, or the cheapness, combined with unparalleled facility and despatch for mails, for light goods, and, above all, for the purposes of traveling in this ever active community, they are equally remarkable, and must, without doubt, form a new era in the history and improvement of our inland communication."—[Quarterly Review.]



[FOR THE RAILROAD JOURNAL.]

**Strictures upon the Report of Chief Engineer Knight, Baltimore and Ohio Railroad, relative to the form, dimensions, &c., of Railway Carriages. A. D. 1831.**

The importance which Railways are acquiring as a means of inter-communication, the large amount of capital appropriated to their construction in various parts of the country, and the numerous projects already in contemplation for a more general extension of the advantages of this method of conveyance, is deemed a sufficient reason for inviting the attention of the public to the remarks which we are about to make upon the Report of Mr. Knight.

In the performance of this duty it will be our object to give to Mr. Knight's report a candid and rigorous examination, and to point out such defects as we may discover in his expositions upon the principles of the construction and operation of Railway carriages, carefully directing the attention to those circumstances to which an undue importance has been attached, and to such others as have been overlooked or neglected entirely.

In entering upon the subject, the topic which seems first to present itself to our notice, is that of the weight most proper to be allowed to a carriage and its load.

Mr. Knight has assumed it at 3 tons, or 6720 lbs. Considering the mode of construction and nature of the materials adopted upon the Baltimore and other Railways in the United States, it appears to us that Mr. Knight's estimate is too high. Unfortunately, from the very recent introduction of Railways into our country we are not able to refer to experience for the evidence which the case requires. Judging, however, from a sense of fitness, induced by some acquaintance with the practical operation of mechanical agents under various circumstances, we should say that the weight of a Railway carriage and its load ought not to exceed 2 1/2 tons, or at most 5600 lbs., believing that from the relief afforded to the rails, their durability will be increased far more than sufficient to counterbalance any disadvantages of expense or of resistance, that may result from adding to the number of cars in a train, assuming that whatever reduction is made in the weight of a car, is compensated for by increasing the number of the cars composing a train in a corresponding ratio.

Mr. Knight in his report proceeds to state that the pressure upon the rails occasioned by any one of the wheels, may be equal to one half of the whole weight, which by his estimate is 1 1/2 tons, or 3360 lbs., and considers that as the proper pressure from which to calculate the angle of the cone to be formed upon the rims of the wheels, to enable the car to describe with facility the curves of the road.

Although it is possible that one half of the whole weight may be thrown upon a single wheel, yet such a contingency will, from the nature of the case but rarely happen, and as the particular angle of the cone sought should be that which will operate best under ordinary circumstances, we conceive it improper to resort to an extreme case for the data which the estimate requires.

Supposing the carriage and rails to be accurately adjusted to each other, the pressure produced through the medium of any one of the wheels will be equal to one fourth of the whole weight.

This is the mean pressure, or that which occurs under ordinary circumstances, and is therefore the greatest practical pressure that ought to be considered for the purpose mentioned, more especially as the frame of the carriage, in consequence of the elastic and yielding nature of the materials which compose it, will naturally conform to any very slight inequality which may exist in the surface of the rails.

There is yet another and more important view to be taken of this subject. Any very great inequality in the pressure upon the wheels or rails may be easily avoided by giving to one of the axles a little play vertically. This however is not proposed as the best remedy. It is deemed highly essential that the loads of all descriptions of cars, whether for passengers or freight should be placed upon springs. The principle is a correct one, that no facilities however

trifling which an improvement in the construction of the cars is likely to afford, should be neglected, for in no other way can the same advantages be obtained with any thing like the same saving in point of expense, and hence all defects or imperfections in carriages should be studiously sought after and corrected.

It is in this light that we are induced to speak with more emphasis in relation to the use of springs. Their good effects are so obvious as hardly to require a particular detail. They equalize the resistance arising from little irregularities in the surfaces of the rails, and prevent whatever injury might otherwise result to the road from the consequent unsteadiness in the motion of the car. They likewise remove the deadening effect upon the motion of the car which such obstructions invariably occasion. They operate moreover in equalizing the pressure upon the wheels, thereby preventing an undue portion of the strain from falling upon any one of them, and hence the extra strength of the wheel, and of course its extra weight required for an extreme case of pressure is not needed—the extreme lateral thrust which takes place through the medium of the cone is likewise diminished—the force of torsion upon the axles, occasioned by the friction of slipping of the wheels is lessened, and all disproportionate pressure of the wheels upon the rails is removed.

Supposing therefore that springs are used, the maximum pressure upon the rails by a single wheel, admitting the weight of the car and its load to be equal to 6000 lbs., cannot much exceed one fourth of that amount, or 1500 pounds. Preferring however to exceed rather than err on the side of pressure, we will suppose it to be 1600 pounds. The portion of this weight acting as a lateral thrust upon the rails, admitting the wheels to be three feet diameter, the play of the flanges 1 1/2 inches, and the conic rise of the rim such as to suit a radius of 400 feet, is 2712-10000, or 433.92 lbs. Deducting from this the resistance to sliding, occasioned by the friction of iron upon iron, which Tredgold rates at 1/6, and there remains for the effective lateral pressure 167.26 lbs.; an amount less than Mr. Knight deduces for his two and a half feet wheels, in consequence of his having injudiciously overrated the amount of pressure upon the wheels proper to be considered in making the calculation.

Again, if the friction of iron upon iron is taken at 1/4th, which is the mean result of Coulomb's experiments, and which is probably very near the truth, the effective lateral pressure of a four feet wheel, the other circumstances being as above stated, will be found to be 159.53 lbs. an amount much below Mr. Knight's estimate for his two and a half feet wheels.

Thus far we have proceeded upon the supposition that the cone of the wheel is to be adapted to a horizontal curvature in the Railway of 400 feet radius. In this we have followed Mr. Knight; but here, again, we are led to inquire into the propriety of resorting to an extreme case for the data which the calculation requires.

The extreme to which we now allude is that of adapting the cone of the wheel to the minimum radius of 400 feet. If the proportions of the parts of a wheel most favorable for an extreme curvature were equally well suited to the less curved and straight portions of the road, there would be no impropriety in making the cone to conform to the least radius; but they are not, according to Mr. Knight's own shewing, since he is obliged to sacrifice the very great mechanical advantage derived from the large sized wheels, to accommodate the least radius, or otherwise he would be obliged to give to the flanges a degree of play that would add greatly to the resistance, and at the same time occasion a rapid wear and derangement of the rails. It would seem, therefore, under all the circumstances, the most judicious plan to allow the wheels to drag a little along the comparatively small portions of the line occupied by the shortest curves, in preference to allowing them to labor under any great disadvantage while describing the remaining and more extensive portions which are less curved.

Supposing the wheels to be adapted to the mean curvature of the line of the Railway and selecting the third division of the Baltimore and Ohio Road for our example, we find that the mean radius of curvature according to McNeil's location is 900 feet, and according to the subsequent location of Weyer, the mean is 1450 feet. The diameter of a wheel suited to the latter, supposing the play of the flanges to be one and a half inches, and the slope of the cone to be as one to six, is nearly six and a half feet, and to the former four feet.

If the slope of the cone be taken as one to four, which is the proportion of the friction according to

Coulomb, the diameters will in each case be increased about one-twelfth or equal to seven feet and four and one-third feet respectively.

It appears, therefore, that the diameter suited to the average curvature of Weyer's location is nearly three times the amount which Mr. Knight has allowed, and even under the less perfect location of McNeil it is nearly twice the same amount.

These remarks are made principally for the purpose of exhibiting the unsoundness of Mr. Knight's reasoning, and not with a view of advocating the use of wheels as large as those mentioned, especially where the breadth between the rails is only 4 1/2 or 4 3/4 feet, which is undoubtedly as great a breadth as it would be proper to allow upon a road having the curvature of the Baltimore and Ohio.

That there are disadvantages attending the use of high wheels cannot be doubted; and among the principal of these are the inconvenience of loading and unloading, and the resistance to motion occasioned by the extra weight of the wheels. It is likewise the case that under any accidental depression of the rails upon either line of the track, the inequality of the pressure of the load upon the rails is increased in proportion as the centre of gravity of the load is raised, and perhaps too great an elevation may contribute to produce such a depression, but the difference in respect to 2 1/2 compared with 3 or 4 feet wheels, upon a Railway 4 1/2 feet broad is not worthy of consideration. This circumstance Mr. Knight seems to have overlooked, and the oversight is the more remarkable, as it is of far more importance than some other circumstances which he has dwelt upon with much emphasis, such as the increased stress upon the axles occasioned by large wheels, and the greater liability to injury from the car running off from the road, &c.

With respect to the other reasons which Mr. Knight has advanced in opposition to the use of large wheels, he seems to have been equally unfortunate. After stating that the experience of centuries had resulted in fixing the maximum limit of wheels upon common and turnpike roads at 5 or 6 feet, he says, that "the smoother and harder the road, the greater the advantage we get from small wheels, for the same reason that the more rough and yielding the road, the greater the gain with large ones."

Mr. Knight seems evidently to have deceived himself by the sophisticated manner in which his "reasons," as he terms them, are expressed.

Our readers, by a moment's reflection, will perceive the singular perversion of right reason which the above quotation exhibits. Instead of saying that "the smoother and harder the road, the greater the advantage we get from small wheels," a strict conformity to the facts of the case would have dictated the following, viz: "The smoother and harder the road, the less the disadvantage resulting from small wheels;" from which it would be justly inferred that there was indeed something sacrificed in the use of small wheels, even upon a road having the "smoothness" and "hardness" of a Railway. We cannot indeed perceive with Mr. Knight that the reasoning in this case "points to a lower maximum" upon Railways than upon ordinary roads, unless an improvement in the road be a sufficient warrant for dispensing with the advantages of large wheels, which are so obviously necessary upon bad roads; which cannot be, otherwise there would be no object in making such improvement. The other considerations, likewise, which Mr. Knight adduces as "pointing to a lower maximum," viz. the "weight, cost, stability of the car, and force of traction," appear to us, when viewed connectively, strongly to indicate a relative maximum higher than is customary upon common roads.

The particular stature of our species has, in connection with the circumstances above mentioned, undoubtedly had an important influence in fixing the maximum diameters of wheels upon common roads at five or six feet—the convenience of loading and unloading requiring that they should be within that limit. This circumstance, which Mr. Knight has overlooked, cannot certainly be considered as pointing to a lower maximum, since the mechanical principles which govern in respect to the facilities for locomotion upon a Railway, are not necessarily very closely connected with the particular dimensions of the human frame.

This power likewise in use upon common roads

The play of the flanges is here assumed at one and a half inches. In this we have followed Mr. Knight. The allowance, we have no doubt, is too great, and the results above given show that it may be considerably reduced.



being that of animals (cattle or horses), it became necessary, in order that no part of it should be lost (or by adding gravity add to the resistance), that the line of draught should at least be upon a level with, and, if possible, a little elevated above, the point of application of the power at the carriage, which, in the great majority of cases, is the level of the axle, or perhaps higher. Upon a Railway where steam is designed to be the principal moving power, this argument, like the preceding, seems to indicate a higher, rather than a lower, maximum. Again: has it not been common, we would ask, to increase the diameters of wheels upon the more perfect roads? Why then is it "reasonable" to infer, that smaller wheels are better upon Railways, which all will concede are the most perfect of roads? Mr. Knight himself acknowledges that "large wheels are important upon bad roads;" why, then, we repeat, in improving the road, should the great advantages which they afford be sacrificed, particularly when the lateral thrust, which they are least able to withstand, is almost, if not entirely, destroyed?

The advantage which Mr. Knight thinks is possessed by small over large wheels, in consequence of the latter requiring larger axles to sustain the same load, is scarcely worthy of notice, when considered with reference to Railways. Upon common roads, where, from irregularities in the surface, lateral thrusts or pitches are frequent and violent, small wheels would undoubtedly have a great advantage over large ones. Tredgold, therefore, whose remarks were made with reference to Railways, when he said that "with the same load the same sized axle would do for large or small wheels," was not so much in error as Mr. Knight seems disposed to imagine.

We cannot leave the subject of the size of wheels without a farther mention of some of the peculiar advantages of large wheels which Mr. Knight has omitted to notice, notwithstanding they are of more consequence than the most of those with which he has endeavored to poise the opposite scale. These advantages consist,—1st. In the superiority which large wheels possess over small ones, in respect to the portion of the circumference which comes in contact with the rail, distributing the pressure over a greater space, a circumstance of much importance, especially upon Railways constructed as they usually are in this country, principally of timber, and crowned or plated with iron.

2dly. Large wheels are less resisted by the dust, and other obstructions upon the rails, than small ones—the resistance being nearly inversely proportional to the square root of the radii of the wheels, or 12 or 16 per cent greater under a 2 1/2 feet wheel, than under a 4 feet one. The total resistance from dust has been found by experiment upon the Cheltenham train road, to be one fifth of the whole power required to put the given weight in motion when the rails were swept clean.\* Similar, but somewhat modified results have been deduced from experiments upon edge rails, when wheels of the smaller size were used. Upon the Carbondale Railway it is said that the loaded cars having three feet wheels will descend from a state of rest by the force of gravity along an inclination of 1/300, or 26 feet per mile, when the rails are wet with dew or rain, and that it requires a considerable increase in the inclination to produce the same effect when the rails are in their ordinary dry state, which certainly argues a very considerable resistance from the obstructions mentioned.

Mr. Knight, in farther support of his views, states the average diameters of the wheels of English cars to be 2 1/2 feet. Mr. Strickland, who had the same opportunity of judging with Mr. Knight, having visited England for a similar purpose, gives the same average at 3 feet, a discrepancy not easily to be accounted for. Admitting, however, Mr. Knight to be correct, is it proper to take the English average as the standard? We think not, and our reason for this opinion is, that by far the greater number of the English Railways are designed to accommodate mines and factories, and have a great inclination with comparatively little travel, the trade being nearly all in one direction; circumstances, which, it must be acknowledged, are peculiarly favorable to the use of small wheels. To bring the case more nearly home, would it be proper to take the size of the Mauch Chunk wheels as the standard for a Railway like that of the Baltimore and Ohio, where speed is a great and prime object, and where the travel is expected to be great and the trade heavy in both directions? We should think not.

\* Palmer, p. 16.

In the preceding remarks we have explained the very great mistake into which Mr. Knight has fallen in supposing that the application of the principle of the cone would not allow a greater diameter to the wheels of Railway cars than 2 1/2 feet. That it is alike applicable to 4 feet wheels is clear, and that all of the more important considerations connected with the subject, point to a higher maximum than 2 1/2 feet, seems to be equally clear. We have not stated what that maximum should be.

We are inclined to think, that it ought not to exceed 4 feet, and on the other hand, the minimum should not be less than 3 feet, for a Railway having the breadth and the curvature of the Baltimore and Ohio. It is plain that some difference may with propriety be made between passenger and gate cars, and it is possible that the application of secondary or friction wheels, may permit, and even require the use of wheels of a somewhat less diameter than 3 feet.

The step which we have thus taken in opposition to Mr. Knight, however bold it may appear, will now be succeeded by another which will probably seem not less surprising, and this is, the expression of our opinion that the conical or cone and cylinder principle, in its application to the wheels of carriages upon Railways, with a view of facilitating the passage of the curves, may, possibly, prove more injurious than beneficial.

Our reasons for this opinion we will briefly state as follows:—

In the first place, the favorable or unfavorable effect of conical wheels must, it is imagined, depend in some considerable degree upon the speed with which the cars move in describing the curves.—If the motion is not sufficiently rapid, the force of traction will cause the cars to hug or bind in upon the inner rail or curve, in which case the conical form of the rim will be a disadvantage rather than an advantage. It is only when the centrifugal or tangential force arising from the motion is adequate to overcome the binding tendency of the force of traction, that the operation of the cones will be found the most favorable.

In the second place, the wheels cannot be made so extremely conical as the proper application of the principle requires, without evident and serious injury to the rails. It will be impossible we apprehend to prevent the conical parts of the rims from continually encroaching upon the rails even upon the straight portions of the line, and certainly it cannot be prevented upon those parts which are in the least degree curved, and as the application of the principle requires an extra space for the play of the flanges, the lateral or pendulous movement of the carriage will be increased, which will not only add to the resistance, and tend greatly to the derangement of the rails and their support, but will operate to loosen the Rail plate by depressing its inner edge at the same time producing upon it an unequal wear which must prove very prejudicial.

The tendency to encroachment just mentioned will be greatly increased in consequence of the fixed parallelism of the two axles of the same car not permitting them to conform in direction to the radius of curvature of the rails, and likewise by the tangential or straight forward tendency of the car and its load while describing the curves, a force which as it cannot be obviated by any mechanical means, will continue to operate with a degree of energy corresponding to the degree of curvature of the wood and the speed of the carriages.

Perhaps we shall sooner arrive at a satisfactory conclusion in respect to the value of the conic principle by enquiring into some of the more important advantages which are expected to result from its application. The most prominent of these are, 1st. the relief afforded to the axles from the force of torsion arising from the friction of slipping of the wheels in describing the curves. The remedy in this case can be only partial in consequence of the tendency to encroach above mentioned, and as the difficulty is easily and most effectually removed by means which we shall soon notice, it will not be necessary to remark further upon this head. Secondly, the relief afforded to the rails and to the moving power from the lateral action of the wheels against the rails, which, if it amounts to anything, cannot possibly effect more than to 45 away the very small portion of the resistance arising from the lateral friction in consequence of the uncontrollable nature of the tangential force to which we have already alluded, and which must exist in all cases where there is a change in direction of matter in motion, in despite of all mechanical contrivances to the contrary.

To sum up on this head, we do not hesitate to express the opinion that the conical, or as Mr.

Knight would perhaps wish us to call it, the cone and cylinder principle, cannot be applied with any advantage to the wheels of Railway cars, and the sooner it is abandoned the better. Wheels turning upon revolving axles with long hubs or navos are the best. Upon this plan the part of the axle which enters the nave should fit quite close, and have a diameter a little larger than that part on which the load rests. This arrangement will ensure the most perfect steadiness in the motion of the wheels, preventing that binding effect which Mr. Knight has very properly said invariably results, from the "tendency of loose wheels to depart from their proper plane of revolution," and at the same time will ensure the exclusive rotation of the axle upon the straight parts of the way, and the turning of the wheel upon the axle only when the force of torsion operates in describing the curves.

Without making any pretensions to superior sagacity, or claiming anything remarkable in the way of second sight, we cannot avoid predicting the same fate to Mr. Knight's cone and cylinder principle that attended his\* first singularly unmechanical attempts to cause the flange of the wheel to run upon the outside of the rail, and our wish is that the loss of reputation and expense to the Company may be no greater than it proved to be in that instance. It is indeed very surprising to us that there should have been any hesitation as to which side of the rail the flange should run. The strength of the car and the greater security afforded by the particular direction in which the force of gravity would act in keeping up the contact between the flange and the rail, would so naturally suggest a preference for the inner side, that not to adopt it would argue a want of penetration equal almost to that of placing as the saying is "the cart before the horse."

Aside from the very obvious reasons just mentioned there are others which must undoubtedly have suggested themselves, in deciding upon the position of the flange upon those Railways which were first constructed. The carriages upon them were formed with fixed axles, and hence the placing of the flange upon the inner side would tend not only to relieve the linch pin from an unnecessary strain, but would be a security against the wheel running off from the axle, in case the linch pin should be broken or lost out.

There is another topic on which we should be pleased to remark, relative to the method of reducing friction in Railway carriages as invented by Mr. Wynans, adopted upon the Baltimore and Ohio road. We must however limit ourselves to a brief expression of our opinion that notwithstanding all that has been said and written upon the subject by those who are supposed qualified to judge of its merits, the principle can never be advantageously applied to Railways, unless there is some restraint placed upon the axles, other than what is recognized by the principle itself; and even admitting this restraint to be effectively imposed, there is, we have some reason to think, a better and more mechanical mode of reducing the resistance, with which the public will probably ere long be made acquainted.

In conclusion we must state, that however unfortunate Mr. Knight may have been in his researches into the "metaphysics" of mechanics he has nevertheless evinced incomparably more talent, as well as more theoretical and practical acquirement than is to be found in these "principles and expositions applicable in tracing the route for a Railway," with which the public were favored under a different administration of the engineering department of the company in whose services he is engaged. With respect to the report before us, we think it not unfair or unreasonable to suppose that Mr. Knight's extreme partiality for his favorite principle of the cone, has been not a little detrimental, to his arriving at a more correct result in his investigations. Had he in the outset come to a correct conclusion as to what was requisite for the proper adaptation of the conic principle in relation to the diameters of wheels, &c., he would have been more excusable in doing violence to other circumstances, in his endeavors to discover a "natural dependence" and "general sympathy" as he terms it, between all parts.

It is very true that the proper proportion and adjustment of the parts of a carriage to each other and to the road is of the utmost importance.

In effecting this, however, the Engineer must be cautious not to give an undue value to any one cir-

\* We perhaps do Mr. Knight injustice by this statement. If we mistake not, there were other gentlemen associated with him at the time in the management of the Baltimore and Ohio Railroad.



circumstance in preference to another. He must be careful likewise not to form analogies where none exist. It requires a practical mind to set a proper value upon all the influencing circumstances, and a mind likewise that has a natural aptness or tact for such pursuits, to seize upon those which are most prominent and combine them with the most effect. The mathematics and theoretical mechanics are of great service in accomplishing this object, but after all they are but aids or tools, and although the most perfect of their kind, are of little value in unskilful and unpractised hands. Indeed when there are not the over-riding qualities of judgment, skill and experience to guide, they are as likely to lead to an erroneous as a true result.

We regard as highly as any one the value of those sciences, and we have testified our attachment to them by the amount of time which we trust we have most profitably devoted to their acquisition, but we cannot concede that they are alone sufficient, and we should fail in our duty to the public, did we not caution them against placing too great confidence in deductions which come to them clothed in so imposing a garb.

There is, we imagine, no better proof needed of the propriety of the above remarks, and of the total inadequacy of a merely abstract knowledge of the sciences to render a man competent to judge and to direct in respect to the execution of plans or projects in the arts, than the simple and well known fact, that nearly all of the great and important improvements in mechanics, which have hitherto been made, have been accomplished by men who have had no very large claims to scientific or literary acquirements.

FRANKLIN.

[From the Mercantile Advertiser.]

**RAILROADS.**—It is very gratifying to see so much enterprising spirit showing itself throughout the country for internal improvements, developing our great resources for prosperity and independence. The Railroads now finished, with those progressing and projected, when completed altogether, will constitute a line from Boston through New York, Philadelphia, Baltimore, Washington, and so on southerly and westerly about 1000 miles. These Railroads are very advantageous in times of peace; they will bring the states together seemingly like a neighborhood for social intercourse and good fellowship, promoting harmony and greatly strengthening the bonds of union. And in times of war there is nothing that has been thought of so well calculated to afford facilities to repel invasion. Our steamboats and canal navigation are considered very valuable for that purpose: but in winter, when all the internal water communications are frozen, fatal difficulties arise in the transportation of the artillery troops and munitions of war when we have such an immense extent of Atlantic frontier to defend. We may, it is true, again be able to protect our country, as we have done from a powerful enemy without this winter Railroad accommodation, but with what enormous additional expense must it be accomplished, and how much useless hazard and sacrifice of lives and property must it incur. Instead of calling upon our citizens to form an army of 2 or 300,000 men for self defence, with the efficiency and dispatch of Railroad traveling, 40 or 50,000 men would afford equal protection, provided the Railroad should be extended with that view. Military can be carried on a rail road at the rate of twenty miles an hour, in case of emergency, so that in place of having an army of many thousands of men stationed at every important post along our frontiers at an enormous expense, annoyance and privation of comfort, the troops with their artillery, after 24 hours notice, could be brought together from a distance of 40 miles at any one point in case of an indication of an attack from an enemy.—It would be impossible, therefore, for any successful landing to be made by a formidable foe at any material place when our forces can be brought together in such formidable bodies at such great distances, in so short a time, and in such fresh condition and high order for battle.

Wars plunge the belligerents into heavy burthens of public debt, requiring ages to redeem it by a ruinous and oppressive taxation of the people: the dread of which makes a weak power submit to national indignities, when perhaps with such efficient and economical defence as Railroads offer, those indignities would be repelled with a becoming pride and spirit. Those economical facilities of self defence being known to different nations as well calculated to diminish the chances of invasion, would very materially discourage the waging of war, and

ther by tend to prevent its horrible and desolating calamities.

The State of New York having granted twenty-four Railroad charters this last session, with an aggregate capital of \$24,775,000, seems now in a fair way of redeeming itself from the reproaches of being so dilatory in the Railroad system. The city of New York promises to be one of the great concentrating points for Railroads, and will soon begin to take a high stand upon those subjects of internal improvements, commensurate with the exalted character and great importance of the State of which she is the capital.

The connecting link between New York and Philadelphia of the great chain of Railroads, will be of more consequence than any in the Union, and no delay will be suffered in its immediate completion. If the shortest and most level route should be adopted through Jersey City, Newark, Elizabethtown, Brunswick, and Trenton, to Philadelphia, it can be made with less expense than any Railroad in the United States of the same distance, and must become very valuable stock. If our winters should continue to be as tedious and severe as the last one, the General Government will find it necessary to interest itself for the speedy accomplishment of this route, for the better accommodation of the postage of the very ponderous Southern Mail, which has to encounter much traveling, and makes killing work for horses.

From Philadelphia to Trenton a Railroad will soon be constructed, and from Jersey City to Brunswick, the Railroad stock is all taken, and much surplus subscribed, which project will be immediately commenced. This route is singularly favorable for a Railroad—nearly a natural and permanent level can be found all the way on the shortest distance, except the Bergen ridge; but if the direct line from Jersey City to Newark is followed, crossing the Old Ferry road over the Newark meadows, which has a solid foundation for laying rails, this route would cost the company 100 per cent. less, and would pass the ridge with but trifling excavation at much the narrowest part and least elevation, at the same time shortening the distance two miles—from Brunswick to Trenton is about 18 or 20 miles, and affords a very level track for a Railroad.

**THE RAILROAD.**—The arrival of the Steamboat *Walter Raleigh*, with 5 of the Transportation Company's Schooners, laden with merchandise for this place, reminds us again to urge upon our fellow citizens, the necessity of exerting themselves to secure the great advantages now held out to them, as making this town the depot for the Roanoke Trade. Situated on a high bank of the river, with no intervening low grounds, and having excellent roads, leading to it from all the back country, it is, above all others, the best calculated for the place, at which the Petersburg Railroad and the contemplated Portsmouth Railroad should terminate. It is understood that a branch of the United States Bank will be established on the Roanoke to aid in facilitating its business. Where can it be so advantageously situated as at Halifax? Plymouth would be too low down the river. Milton too high, and there is no other intermediate place suitable for the location of such an institution. It will be admitted that the bank should be established at the termination of the Railroad, that the planter might receive the proceeds at the place where he deposits his produce, and it is highly improbable that the bank will be located except in some town. Now, we will venture to assert that no town of any size will ever be erected on the low grounds of the Roanoke—the best situation on the river, to say the best of them, are not very favorable to health. It is not only the interest of this place and to the farmers of the back country, that the Railroad should be brought here, but the stockholder themselves would be benefited by such a location.—At this place the river is well adapted to the erection of a permanent Bridge, there being a stratum of rock extending in a direct line across it, admirably calculated for the foundation of such a work—and the country South and West is favorable for the continuation of the Road at some future day. The Petersburg Railroad can be brought here, from the nearest point of the present proposed location for \$25,000. This sum, and more if necessary, can be raised, we have not the least doubt. It is time that our citizens were engaged in the work.—[The Halifax N. C. Advocate.]

**ALBANY, May 15.—Mohawk Railroad.**—Yesterday morning the passengers on this road were brought down the inclined plane to Franklin street, and during the remainder of the season, they will start from that place. The inclined plane is about three-fourths of a mile long, and the cars pass it in about four minutes. The company has erected a large house to shelter the cars, and an office at the termination, and made a good road to that point for hacks and coaches. The Eng-

lish Engine is doing all the business, the American has not yet been used, but will be in a few days. The passengers are taken across the road for five shillings each, and they average fear to five hundred a day.—This rate will give about fourteen per cent. on the capital.

"Of the many public works which British enterprise and exertion have accomplished, the Canals and Railways which the last fifty years have given birth to, may, from the immense advantages they have rendered to the agricultural and commercial interests of the country, be justly ranked amongst the most useful and valuable of all improvements. In the districts where they have been executed, the happy results are to be witnessed in the increased fertilization and value of the lands they have passed, and in the population, wealth, and prosperity before unknown to the towns and villages they have united—substituting for a tedious and costly carriage, a conveyance of unequalled convenience, cheapness, and certainty. New markets have been opened, whereby the abundance of one place has supplied the deficiencies of another—the ponderous ores and minerals have been wrought and sent to market by those conveyances unprecedentedly cheap—thereby contributing to the comfort of the poor and to the establishment and prosperity of our manufacturers. And it is pleasing to find, that not only have they produced important national benefits, but, in general, ample and increasing returns to the individual proprietors.—[Report relative to an improved communication between Newcastle and Carlisle, by R. R. Dodd, Esq. Civil Engineer.]

The quantity of coal consumed in Glasgow, and exported from the Clyde during 1827, was upwards of 600,000 tons, of which quantity the Munkland Canal supplied nearly one third, a considerable portion of which was *split* coal.

In a treatise published by Mr Henry Stuart, of Allanton, about the time that a canal from Edinburgh to Glasgow was proposed about the end of the last century, it is observed, "Another cause, which considerably operates in rendering the western coal more expensive to the consumer, is the lesser dimensions, and often the inferior quality of the seams. Nature, who is impartial in her gifts, if she has denied the same fertility of soil to the more eastern districts, so she has conferred upon them, in return, greater varieties of minerals, and greater stores of internal wealth. What in all the western quarter can be compared with the 6 feet 9 inches seam of Wishaw—the 9 feet seam of Cleland—the 9 feet seam of Parkston Hill—the 8 feet 9 inches, and the 5 1/2 feet seam of Garion—the 9 feet seam of New Main—and Cathburn—the 7 feet 8 inches seam of Chapel—the 11 feet seam of Allanton, and a variety of others needless to be enumerated."

"Good roads, and navigable rivers, by diminishing the expense of carriage, put the remote parts of the country more nearly upon a level with those in the neighborhood of large towns, and, on that account, they are the greatest of all improvements.—They encourage the cultivation of the remote part, which must always be the most extensive circle of the country. They are advantageous to towns by breaking down the monopoly of the country in its neighborhood, and they are advantageous to all parts of the country, for though they introduce some rival commodities into the old markets, they open many new markets, to its produce."—Smith's Wealth of Nations.]

Extract of a letter from Quebec, to a gentleman in this city.

**FIRST ARRIVALS AT QUEBEC THIS YEAR.**—Ship Canada, Allan; from Greenock, and ship Intrepid, from Hull. They were for some time surrounded by ice in the Gulf, and saw others in a similar situation. Among them was supposed to be Capt. Neill's new ship Robertson, from Greenock, with passengers.

**First Boat from Albany to Buffalo.**—The Clinton Line B. A. Frontier, Capt F. L. Sternburgh with 31 tons of Merchandise, left Albany on the 26th A. R., and returned from Buffalo with a full cargo of Flour and Ashes on Saturday, having been absent 16 days.—[Alb. Eve. Jour.]

Office of the Delaware and Hudson Canal Company, 1 HONESTY, May 12, 1832.

Received at Honesdale from Carbonate, during one week ending this day, 943 railroad wagons, containing 2367 tons of coal; also received, during the week, 4 railroad wagons, containing 77,000 feet of lumber. Total amount of coal received since 2d of April last, 11,830 tons; total amount of lumber received in same time 299,000 feet. J. E. WALTON, Collector.

Delaware and Hudson Canal, 1 EDDYVILLE, May 12, 1832.

Arrived at this water, 13 boats, with general freight; 4 coal boats, with 93 tons 15 cwt. coal; cleared during the week, 78 boats. D. NESLER, Collector.



## NEW-YORK AMERICAN.

MAY 12, 14, 16, 18, 17, 19—1833.

## LITERARY NOTICES.

*A Description of PITCAIRN'S ISLAND and its inhabitants, with an authentic account of the mutiny of the ship BOUNTY, and of the subsequent fortunes of the mutineers, by JOHN BARROW, Esq., Secretary of the Admiralty.*—This very interesting volume is the 31st in the series of *Harpers' Family Library*. The eventful history of the mutiny of the *Bounty* is more or less familiar to all general readers, and in its sequel has acquired somewhat of additional interest to American readers from the fact, that it was an American ship which first discovered, after an interval of twenty years, the retreat of the mutineers. The mutiny occurred in 1789, and it was not till September, 1808, that Capt. Folger, of the American ship *Topaz*, landed on Pitcairn's Island, and there found John Adams, the sole survivor of the whole crew—the Patriarch of a happy race, whom he had scrupulously brought up in the knowledge of God, and in love for each other.

The most attractive part of this work, however, will be found in the history and character here given of Midshipman Peter Heywood, and his sister Nessay. This youth of sixteen, asleep below when the mutiny broke out, and suddenly roused from his quiet slumbers, to hear that his commanding officer, (with all who would not join the revolt) was about to be turned adrift in the mid ocean, uncertain of their fate, committed as it was to a small and deeply laden boat, and thousands of miles from any land, and ordered by the successful mutineers to remain below, did not insist,—and that was the whole charge relied upon before the Court Martial which afterwards tried him,—on accompanying, and sharing the fate of Capt. Bligh. He remained in the ship until she returned to Otaheite, when he left her, and, with others of the crew, settled among the kind and gentle natives. When the *Pandora* frigate, sent out to search for the mutineers, arrived there, he was among the first to go on board, disclose his name, and give a narrative of the whole transaction. He, with all the others belonging to the *Bounty*, thirteen in number, were immediately put in irons on board the *Pandora*, stowed in a small temporary round-house built upon deck; and when the *Pandora* on her voyage home foundered, these prisoners,—whom, though earnestly solicited, the commander, Captain Edwards, refused to release them from their irons,—only escaped through the humanity of the master-at-arms, who, in sliding from the scuttle of their prison into the boat alongside, dropped through the bars the key of the fetters, and thus enabled all but four to liberate themselves. These four, with thirty of the *Pandora's* crew, went down in her. After eight months' close confinement in a tropical climate, Mr. Heywood at last arrived in England, to be tried for his life; and it is at this period of the narrative, that his sister Nessay, a second Joannie Deans in affection, in talent, in perseverance, and in loveliness and energy of character, makes her appearance. When we add, that besides this fine episode of a sister's affection, there is a stirring and faithful narrative of the almost incredible boat navigation of Capt. Bligh after he was turned adrift; of that of nearly equal peril of the survivors of the *Pandora*; and that, contrasted with these scenes of suffering and danger, we have presented to us the life and habits of the gentle Otaheitan, and of the half-European colonists of Pitcairn's island; it will be readily imagined, that Mr. Barrow has made a book that will be generally read.

We now propose to extract some letters: the first is from Nessay to her uncle, Commodore Pasley, (who took great interest in the fate of his nephew,) in reply to one from him, expressing the greatest apprehension that his condemnation would be inevitable.

"Isle of Man, 22d June, 1792.

"Harassed by the most tormenting suspense, and miserably wretched as I have been, my dearest uncle, since the receipt of your last, conceive, if it is possible, the heartfelt joy and satisfaction we experienced yesterday morning, when, on the arrival of the packet, the dear delightful letter from our beloved Peter (a copy of which I send you enclosed) was brought to us. Surely, my excellent friend, you will agree with me in thinking there could not be a stronger proof of his innocence and worth, and that it must prejudice every person who reads it most powerfully in his favor. Such a letter in less distressful circumstances than those in which he writes would, I am persuaded, reflect honor on the pen of a person much older than my poor brother. But when we consider his extreme youth (only sixteen at the time of the mutiny, and now but nineteen,) his fortitude, patience, and manly resignation under the pressure of sufferings and misfortunes almost unheard of, and scarcely to be supported at any age, without the assistance of that which seems to be my dear brother's greatest comfort,—a quiet conscience, and a thorough conviction of his own innocence,—when I add, at the same time, with real pleasure and satisfaction, that his relation corresponds in many particulars with the accounts we have hitherto heard of the fatal mutiny,—and when I also add, with inconceivable pride and delight, that my beloved Peter never was known to breathe a syllable inconsistent with truth and honor;—when these circumstances, my dear uncle, are all united, what man on earth can doubt of the innocence which could dictate such a letter? In short, let it speak for him. The perusal of his artless and pathetic story will, I am persuaded, be a stronger recommendation in his favor than anything I can urge.

"I need not tire your patience, my ever-loved uncle, by dwelling longer on this subject (the dearest and most interesting on earth to my heart); let me conjure you only, my kind friend, to read it, and consider the innocence and defenceless situation of its unfortunate author, which calls for, and I am sure deserves, all the pity and assistance his friends can afford him, and which, I am sure also, the goodness and benevolence of your heart will prompt you to exert in his behalf. It is perfectly unnecessary for me to add, after the anxiety I feel, and cannot but express, that no benefit conferred upon myself will be acknowledged with half the gratitude I must ever feel for the smallest instance of kindness shown to my beloved Peter. Farewell, my dearest uncle. With the firmest reliance on your kind and generous promises, I am ever, with the truest gratitude and sincerity, your most affectionate niece,

"NESSY HEYWOOD."

Long as it is, we must make room for the letter of her brother, to which this one refers,—and all will agree with his affectionate sister in saying that it "breathes not a syllable inconsistent with truth and honor." We are the more tempted to make this extract, as it relates with brevity, simplicity and pathos the occurrences of the mutiny, and the subsequent wreck and sufferings in the *Pandora*:

"Batavia, November 20th, 1791.

"My ever honored and dearest Mother—At length the time has arrived when you are once more to hear from your ill-fated son, whose conduct at the capture of that ship in which it was my misfortune to embark has, I fear, from what has since happened to me, been grossly misrepresented to you by Lieutenant Bligh, who, by not knowing the real cause of my remaining on board, naturally suspected me, unhappily for me, to be a coadjutor in the mutiny; but I never, to my knowledge, while under his command, behaved myself in a manner unbecoming the station I occupied, nor so much as even entertained a thought derogatory to his honor, so as to give him the least grounds for entertaining an opinion of me so ungenerous and undeserved; for I flatter myself he cannot give a character of my conduct, while I was under his tuition, that could merit the slightest scrutiny. Oh! my dear mother, I hope you have not so easily credited such an account of me; do but let me vindicate my conduct, and declare to you the true cause of my remaining in the ship, and you will then see how little I deserve censure, and how I have been injured by so gross an aspersion. I shall then give you a short and cursory account of what has happened to me since; but I am afraid to say a hundredth part of what I have got in store, for I am not allowed the use of writing materials, if known, so that this is done by stealth; but if it should ever come to your hands, it will, I

hope, have the desired effect of removing your uneasiness on my account, when I assure you, before the face of God, of my innocence of what is laid to my charge. How I came to remain on board was thus:

"The morning the ship was taken, it being my watch below, happening to awake just after daylight, and looking out of my hammock, I saw a man sitting upon the arm-chest in the main hatchway, with a drawn cutlass in his hand, the reason of which I could not divine; so I got out of bed and inquired of him what was the cause of it. He told me that Mr. Christian, assisted by some of the ship's company, had seized the captain and put him in confinement; had taken the command of the ship, and meant to carry Bligh home a prisoner, in order to try him by court-martial for his long tyrannical and oppressive conduct to his people. I was quite thunderstruck; and hurrying into my berth again, told one of my messmates, whom I awakened out of his sleep, what had happened. Then dressing myself, I went up the fore-hatchway, and saw what he had told me was but too true; and again I asked some of the people who were under arms what was going to be done with the captain, who was then on the larboard side of the quarter-deck, with his hands tied behind his back, and Mr. Christian alongside him with a pistol and drawn bayonet. I now heard a very different story, and that the captain was to be sent ashore to Tofa in the launch, and that those who would not join Mr. Christian, might either accompany the captain, or would be taken in irons to Otaheite and left there. The relation of two stories so different left me unable to judge which could be the true one; but seeing them hoisting the boats out, it seemed to prove the latter.

"In this trying situation, young and inexperienced as I was, and without an adviser (every person being, as it were, infatuated, and not knowing what to do,) I remained for a while a silent spectator of what was going on; and after revolving the matter in my mind, I determined to choose what I thought the less of two evils, and stay by the ship; for I had no doubt that those who went on shore in the launch would be put to death by the savage natives, whereas the Otaheitans being a humane and generous race, one might have a hope of being kindly received, and remain there until the arrival of some ship, which seemed to silly me, the most consistent with reason and rectitude.

"While this resolution possessed my mind, at the same time lending my assistance to hoist out the boats, the hurry and confusion affairs were in, and thinking my intention just, I never thought of going to Mr. Bligh for advice; besides, what confirmed me in it was, my seeing two experienced officers, when ordered into the boat by Mr. Christian, desire his permission to remain in the ship, (one of whom my own messmate, Mr. Hayward,) and I being assisting to clear the launch of yams, he asked me what I intended to do; I told him to remain in the ship. Now this answer, I imagine, he has told Mr. Bligh I made to him; from which, together with my not speaking to him that morning, his suspicions of me have arisen, construing my conduct into what is foreign to my nature.

"Thus, my dearest mother, it was all owing to my youth and unadvised inexperience, but has been interpreted into villany and disregard of my country's laws, the ill effects of which I at present, and still am to labor under for months longer. And now, after what I have asserted, I may still once more retrieve my injured reputation, be again reinstated in the affection and favor of the most tender of mothers, and be still considered as her ever dutiful son.

"I was not undeceived in my erroneous decision till too late, which was after the captain was in the launch; for while I was talking to the master-at-arms, one of the ringleaders in the affair, my other messmate whom I had left in his hammock in the berth (Mr. Stewart) came up to me, and asked me if I was not going in the launch? I replied, No. Upon which he told me not to think of such a thing as remaining behind, but take his advice, and go down below with him to get a few necessary things, and make haste to go with him into the launch; adding, that by remaining in the ship I should incur an equal share of guilt with the mutineers themselves. I reluctantly followed his advice—I say reluctantly, because I knew no better, and was foolish; and the boat swimming very deep in the water—the land being far distant—the thoughts of being sacrificed by the natives—and the self-consciousness of my first intention being just—all these considerations almost staggered my resolution; however, I preferred my companion's judgment to my own, and we both jumped down the main-hatchway to prepare ourselves for the boat—but no sooner



were we in the berth, than the master-at-arms ordered the sentry to keep us both in the berth till he should receive orders to release us. We desired the master-at-arms to acquaint Mr. Bligh of our intention, which we had reason to think he never did, nor were we permitted to come on deck until the launch was a long way astern. I now, when too late, saw my error.

"At the latter end of May, we got to an island to the southward of Tahiti, called Tooboui, where they intended to make a settlement, but finding no stock there of any kind, they agreed to go to Tahiti, and, after procuring hogs and fowls, to return to Tooboui and remain. So, on the 6th June we arrived at Tahiti, where I was in hopes I might find an opportunity of running away, and remaining on shore, but I could not effect it, as there was always too good a look-out kept to prevent any such steps being taken. And besides they had all sworn that should any one make his escape, they would force the natives to restore him, and would then shoot him as an example to the rest; well knowing, that any one by remaining there might be the means (should a ship arrive) of discovering their intended place of abode. Finding it therefore impracticable, I saw no other alternative but to rest as content as possible and return to Tooboui, and there wait till the masts of the Bounty should be taken out, and then take the boat which might carry me to Tahiti, and disable those remaining from pursuit. But Providence so ordered it that we had no occasion to try our fortune at such a hazard, for, upon returning there and remaining till the latter end of August, in which time a fort was almost built, nothing could be effected; and as the natives could not be brought to friendly terms, and with whom we had many skirmishes, and narrow escapes from being cut off by them, and, what was still worse, internal broils and discontent,—these things determined part of the people to leave the island and go to Tahiti, which was carried by a majority of votes.

"This being carried into execution on the 22d September, and having anchored in Matavai Bay, the next morning my messmate (Mr. Stewart) and I went on shore, to the house of an old landed proprietor, our former friend; and being now set free from a lawless crew, determined to remain as much apart from them as possible, and wait patiently for the arrival of a ship. Fourteen more of the Bounty's people came likewise on shore, and Mr. Christian and eight men went away with the ship, but God knows whither. While we remained here, we were treated by our kind and friendly natives with a generosity and humanity almost unparalleled, and such as we could hardly have expected from the most civilized people.

"To be brief—having remained here till the latter end of March, 1791, on the 26th of that month his Majesty's ship Pandora arrived, and had scarcely anchored, when my messmate and I went on board and made ourselves known; and having learned from one of the natives who had been off in a canoe, that our former messmate Mr. Hayward, now promoted to the rank of lieutenant, was on board, we asked for him, supposing he might prove the assertions of our innocence. But he (like all worldlings when raised a little in life) received us very coolly, and pretended ignorance of our affairs; yet formerly, he and I were bound in brotherly love and friendship. Appearances being so much against us, we were ordered to be put in irons, and looked upon—oh, infernal words!—as *piratical villains*. A rebuff so severe as this was, to a person unused to troubles, would perhaps have been insupportable; but to me, who had now been long inured to the frowns of fortune, and feeling myself supported by an inward consciousness of not deserving it, it was received with the greatest composure, and a full determination to bear it with patience.

"My sufferings, however, I have not power to describe; but tho' they were great, yet I thank God for enabling me to bear them without repining. I endeavor to qualify my affliction with these three considerations, first, my innocence not deserving them; secondly, that they cannot last long; and thirdly, that the change may be for the better. The first improves my hopes, the second my patience, and the third my courage. I am young in years, but old in what the world calls adversity; and it has had such an effect, as to make me consider it the most beneficial incident that could have occurred at my age. It has made me acquainted with three things which are little known, and as little believed by any but those who have felt their effects; first, the villany and censoriousness of mankind; secondly, the futility of all human hopes; and thirdly, the happiness of being content in whatever sta-

tion it may please Providence to place me. In short, it has made me more of a philosopher than many years of a life spent in ease and pleasure could have done.

"As they will no doubt proceed to the greatest lengths against me, I being the only surviving officer, and they most inclined to believe a prior story, all that can be said to confute it will probably be looked upon as mere falsity and invention. Should that be my unhappy case, and they resolved upon my destruction as an example to futurity, may God enable me to bear my fate with the fortitude of a man, conscious that misfortune, not any misconduct, is the cause, and that the Almighty can attest my innocence. Yet why should I despond? I have, I hope, still a friend in that Providence which hath preserved me amid many great dangers, and upon whom alone I now depend for safety. God will always protect those who deserve it. These are the sole considerations which have enabled me to make myself easy and content under my past misfortunes.

"Twelve more of the people who were at Otaheite having delivered themselves up, there was a sort of prison built on the after part of the quarter deck, into which we were all put in close confinement, with both legs and both hands in irons, and were treated with great rigor, not being allowed ever to get out of this den; and, being obliged to eat, drink, sleep, and obey the calls of nature here, you may form some idea of the disagreeable situation I must have been in, unable as I was to help myself (being deprived of the use of both my legs and hands), but by no means adequate to the reality.

"On the 9th May we left Otaheite, and proceeded to the Friendly Islands, and about the beginning of August got in among the reefs of New Holland, to endeavor to discover a passage through them; but it was not effected, for the Pandora, ever unlucky, and as if devoted by Heaven to destruction, was driven by a current upon the patch of a reef, and on which, there being a heavy surf, she was soon almost bulged to pieces; but having thrown all the guns on one side overboard, and the tide flowing at the same time, she beat over the reef into a basin, and brought up in fourteen or fifteen fathoms; but she was so much damaged while on the reef, that imagining she would go to pieces every moment, we had contrived to wrench ourselves out of our irons, and applied to the captain to have mercy on us, and suffer us to take our chance for the preservation of our lives; but it was all in vain—he was even so inhuman as to order us all to be put in irons again, though the ship was expected to go down every moment, being scarcely able to keep her under with all the pumps at work.

"In this miserable situation, with an expected death before our eyes, without the least hope of relief, and in the most trying state of suspense, we spent the night, the ship being by the hand of Providence kept up till the morning. The boats by this time had all been prepared; and as the captain and officers were coming upon the poop or roof of our prison, to abandon the ship, the water being then up to the combings of the hatchways, we again implored his mercy; upon which he sent the corporal and an armorer down to let some of us out of irons, but three only were suffered to go up, and the scuttle being then clapped on, and the master-at-arms upon it, the armorer had only time to let two persons out of irons, the rest, except three, letting themselves out; two of these three went down with them on their hands, and the third was picked up. She now began to keel over to port so very much, that the master at arms, sliding overboard, and leaving the scuttle vacant, we all tried to get up, and I was the last out but three. The water was then pouring in at the bulk-head scuttles, yet I succeeded in getting out, and was scarcely in the sea when I could see nothing above it but the cross trees, and nothing around me but a scene of the greatest distress. I took a plank (being stark naked) and swam towards an island about three miles off, but was picked up on my passage by one of the boats. When we got ashore to the small sandy key, we found there were thirty-four men drowned, four of whom were prisoners, and among these was my unfortunate messmate (Mr. Stewart); ten of us, and eighty-nine of the Pandora's crew, were saved.

"When a survey was made of what provisions had been saved, they were found to consist of two or three bags of bread, two or three beakers of water, and a little wine; so we subsisted three days upon two wine glasses of water, and two ounces of bread per day. On the 1st September, we left the island, and on the 18th arrived at Coupang in the island of Timor, having been on short allowance eighteen days. We were put in confinement in the castle,

where we remained till October, and on the 5th of that month were sent on board a Dutch ship bound for Batavia.

"Though I have been eight months in close confinement in a hot climate, I have kept my health in a most surprising manner, without the least indisposition, and am still perfectly well in every respect, in mind as well as body; but without a friend, and only a shirt and pair of trousers to put on, and carry me home. Yet with all this I have a contented mind, entirely resigned to the will of Providence, which conduct alone enables me to soar above the reach of unhappiness."

In a subsequent letter to his sister he says:—"I send you two little sketches of the manner in which his Majesty's ship Pandora went down on the 29th August, and of the appearance which we who survived made on the small sandy key within the reef, about ninety yards long and sixty broad, in all ninety-nine souls; here we remained three days, subsisting on a single wineglass of wine or water, and two ounces of bread a day, with no shelter from the meridian and then vertical sun. Capt. Edwards had tents erected for himself and his people, and we prisoners petitioned him for an old sail which was lying useless, part of the wreck, but he refused it; and the only shelter we had was to bury ourselves up to the neck in the burning sand, which scorched the skin entirely off our bodies, for we were quite naked, and we appeared as if dipped in large tubs of boiling water. We were nineteen days in the same miserable situation before we landed at Coupang. I was in the ship, in irons, hands and feet, much longer than till the position you now see her in, the poop alone being above water (and that knee deep,) when a kind Providence assisted me to get off the irons and escape from her."

The moment he arrived in England, Nussy desired permission to join him even in his prison, but that was impossible. The suspense of residence in the Isle of Man, where the mails were irregular and at long intervals, was very trying, and finally, when the verdict of *Guilty* and the sentence of *Death* were rendered against Heywood, the intelligence was first communicated by a casual passenger from Liverpool, without a moment's delay.

The affectionate Nussy determined at once to proceed to Liverpool, and so on to London. She urges her brother James at Liverpool to hasten to Portsmouth: "Don't wait for me, I can go alone; fear, and even despair, will support me through the journey: think only of our poor unfortunate and adored boy; bestow not one thought on me." And she adds, "yet, if I could listen to reason (which is indeed difficult), it is not likely that any thing serious has taken place, or will do so, as we should then certainly have had an express." She had a tempestuous passage of forty-nine hours, and to save two hours got into an open fishing-boat at the mouth of the Mersey, the sea running high and washing over her every moment; but she observes, "let me but be blessed with the cheering influence of *hope*, and I have spirit to undertake anything." From Liverpool she set off the same night in the mail for London; and arrived at Mr. Graham's on the 5th October, who received her with the greatest kindness, and desired her to make his house her home.

Owing to the strenuous recommendation of Heywood by all the officers of the Court, to the Royal mercy, it was, after a painful and most distressing interval, during which Nussy was active in her applications to every one who could aid her brother—extended in the shape of a free and full pardon to the much loved prisoner. The joyful intelligence is thus announced by Nussy to her mother and sisters:

"Friday, 26th October, four o'clock.  
"Oh, blessed hour!—little did I think, my beloved friends, when I closed my letter this morning, that before night I should be out of my senses with joy!—this moment, this extatic moment, brought the enclosed. I cannot speak my happiness; let it be sufficient to say, that in a very few hours our angel Peter will be free! Mr. Graham goes this night to Portsmouth, and to-morrow, or next day at farthest, I shall be—oh, heavens! what shall I be? I am already transported, even to pain; then how shall I bear to clasp him to the bosom of your happy, oh! how very happy, and affectionate."

"Nussy Heywood.  
"I am too mad to write sense, but 'tis a pleasure I would not forego to be the most reasonable being on earth: I asked Mr. Graham, who is at my elbow,



it could say any thing to you. 'Lord!' says he, 'I can't say any thing; he is almost as mad as myself.'

Their meeting she communicates to her mother in this characteristic note:

"Great Russell street, Monday morning, 29th October, half past ten o'clock—the brightest moment of my existence!"

"My dearest mamma,—I have seen him, clasped him to my bosom, and my felicity is beyond expression! In person he is almost even now as I could wish; in mind you know him an angel. I can write no more, but to tell you, that the three happiest beings at this moment on earth are your most dutiful and affectionate children,

"NESSY HEYWOOD.

"PETER HEYWOOD.

"JAMES HEYWOOD.

"Love to and from all ten thousand times."

And here we close our notice, simply adding that this youth of much suffering lived to be an old and distinguished Post Captain.

THE PROTESTANT EPISCOPAL PULPIT, Nos. II. and III. of Vol. II.: New York, John Moore.—We have before had occasion to speak in commendation of the design and execution of this monthly publication; and the numbers before us confirm our impressions in its favor. The sermons in No. II. are, one by Bishop Onderdonk, of New York, on Christian Simplicity; and one by the Rev. William L. Johnson, Rector of Grace Church, Jamaica, L. I., on Jesus Christ as the only source of Rest and Happiness. No. III. contains a sermon by the late Bishop Hobart, on the offices of Christ; and one by the Rev. Thomas W. Coit, of Cambridge, Mass., on rebellion against God.

The publisher, Mr. Moore, who has enlisted most zealously in this enterprise, gives notice of his intention, while the present patronage of his work continues, to pay over annually \$150 to the Episcopal Theological Seminary, for the support of students in said seminary. In this way he presumes he can best and most delicately evince his sense of the gratuitous contributions from the Clergy, to which his magazine owes its usefulness and character. With increased patronage he hopes to double that annual sum.

EVIDENCE OF THE TRUTH OF THE Christian Religion, derived from the literal fulfilment of PROPHECY, by Rev. ALEX. KEITH—from the 6th Edinburgh edition: N. Y., J. & J. HARRIS; 1 vol. 12 mo., pp. 284.—The ability and reputation of this treatise may be safely assumed from the number of editions through which it has passed in Great Britain, and from the fact stated in the preface of the fifth edition, that an abridgment of it was stereotyped and published in English and French by the Religious Tract Society of London. We have ourselves only looked at Chap. V.—which treats of the application and fulfilment of the prophecies as to Judea,—and that chapter is certainly executed with great research, and presents in the strongest light the evidence sought to be deduced from it, of the truth of the Religion which is sustained by such manifest outward tokens.

EVENING EXERCISES, for the Closet, for every day in the year, by WM. JAY; two vols. in one, pp. 350: N. Y., Daniel Appleton.—This is the companion of a previous work by the same author, entitled "Morning exercises for the Closet," which met with such success as to induce him to furnish a counterpart for the meditations of eventide. The title of this book explains itself. We are struck by the good sense of the following reflections in the dedication to Mr. Wilberforce:—

"When religion, from being neglected, becomes at once the subject of general attention, many will not only be impressed, but surprised and perplexed. The light, good in itself, may, for the time, be too strong for the weakness of the eye, and the suddenness of the glare may dazzle rather than enlighten. It is very possible for the church, when raised from a state of lethargy, to be in danger from the opposite extreme; the first of formality may be followed by

the fever of enthusiasm; whenever, indeed, there is a high degree of religious excitement, it cannot be wonderful, considering human ignorance, prejudice and depravity, that there should be some visionary and strange oblations. We have witnessed some of these during the years that are past; but the day in which we now are is singular for the revival (with some, perhaps, perfectly new pretensions) of most of the notions that were preached into being in the time of the Commonwealth, and which were then opposed by Owen, Baxter, and others, who had more divinity in their little finger, than is to be found in the body, soul, and spirits, of the innovators and improvers, who imagine that their light is not only 'the light of the sun, but the light of seven days.'

These remarks, though predicated of England, may be laid to heart with advantage in our own country of ready fanaticism.

NORTH AMERICAN ARITHMETIC, Part II., Fred. Emerson: Boston, Lincoln & Edmonds.—The principle of induction is here applied to arithmetic, and the learner is led on step by step, to the discovery and application of arithmetical truth. Rules, therefore, are only taught when the boy, by the processes of his own mind, has come to understand them: the explanations are illustrated by cuts, which greatly assist in rendering them easily and fully intelligible. This is certainly a good school-book.

PETER PARLEY'S HISTORY OF ANCIENT AND MODERN GREECE: New-York, Pendleton & Hill.—This is a little volume, intended for the use of young persons of 10 or 12 years of age, and well fitted to interest them. It is accompanied with a map of Greece, presenting the ancient and modern names; and the history, fabulous and authentic, of this region, is familiarly told in short and well connected chapters. The interest is stimulated moreover by a variety of wood-cuts.

THE STEAMBOAT, STAGE AND CANAL REGISTER, &c. &c., for the year 1832, by D. H. BURR, is a little book, not much bigger than a card case, and which, besides containing a map of this state and the adjoining territory, has an accurate list of all the boats, stages, &c. throughout the State, with their places, and hours of starting, &c. &c.

To all traveling, or about to travel, this little compilation will save much trouble.

THE ODD VOLUME, A COLLECTION OF ODDS AND ENDS, BY AN ODD FELLOW: Peabody, Broadway.—A prettily printed book, which we have received only in time to glance at its contents, without wishing to look further, and throw it aside.

SPIRIT OF THE TIMES AND LIFE IN NEW YORK.—This new sporting paper, which is on the plan of Bell's Life in London, has just been enlarged, and its sheet is now of the largest class Imperial. It is published weekly, and devoted to the Turf, the Ring, the Angler, the Hunter;—Foreign and Domestic News, Literature, Fashion, Taste, the Drama, Police Reports, and scenes of Real Life.

MUSIC.—"O sing from thy spray," a ballad by Lee, as sung by Miss Hughes. "The villagers," and "Salina," rondos for the Piano, by Frederick Kerhlan, have just been published by Hewitt, 137 Broadway.

As a conclusion to the Review to-day, we make some extracts from the critical notices of the last LONDON NEW MONTHLY MAGAZINE, now edited by the author of Pelham and Eugene Aram.

Referring to "Griffin's Remains," the critic says:—

These volumes furnish us with a very interesting view of the character and style of the Literature which at this moment prevails in America. It is impossible to read them without being struck with the classical purity of taste which is cultivated in the colleges, and which the best writers who have received their education in these seats of transatlantic learning, have recently displayed. Indeed the improvement is at once so remarkable and so rapid, that Great Britain had need look well to herself if she would maintain her superiority. It may be con-

turies before the new world will produce writers to compete with the greatest names of England; it may never perhaps be able to boast of its Shakespeare and Milton, its Bacon and Newton; but having, as well as ourselves, all these glorious models to guide and animate their efforts, the Americans have only to imbibe the spirit of intellectual distinction, and to feel the stirrings of literary ambition to leave the present generation of European writers far behind them.

In illustration of the truth of our statement, that America is rising in intellectual character, we refer to the work before us, especially to that portion of it, entitled "A Tour through Italy and Switzerland in 1829." It breathes a pure classical enthusiasm—every object of beauty or sublimity—every circumstance illustrative of men and manners—whatever regards nature or art—the world of matter—the world of mind—are all treated in the spirit of a man who thinks, feels and writes under the influence of a correct judgment and fervid imagination, informed and chastened with a rich store of previous knowledge and attainments; and it ought likewise to be remembered that these pages were not elaborated for the press—the author poured out the fulness of his soul to relieve himself, and to gratify his friends, but without the most distant view of publication. \* \* \*

The society in which Mr. Griffin happened once or twice to mix, while on his sojourn here, wounded his nationality of feeling; some offensive articles in our public journals likewise awakened his displeasure; and he bade adieu to England, as he expresses himself, "a more partial American than ever."

Of the former, Dr. McVickar observes—"that Mr. Griffin was so unfortunate as to meet with some whose patriotism went beyond their politeness, and it is probable beyond either their knowledge or judgment." The author says that "in this Mr. Griffin was unfortunate, since, judging from his own experience, such language is as rare in England as it is misapplied; his recollections of a recent visit not furnishing him with a single instance of an educated man, who was not also liberal in his feelings towards America; and though often ignorant of the detail of her Institutions, yet appreciating justly their nature and influence; and reciprocating with paternal frankness those sentiments of respect and amity which unquestionably belong to the better part of the American community. These are sentiments, it may be added, not only just, but mutually becoming: they spring naturally from the sympathies of a common language, literature, and faith, and no feeling or considerate mind would willingly wound them; we then to that pen, or that policy, by which such bonds are severed, and which seeks to sow discord where nature hath planted peace."

So cordially do we approve of these sentiments that we are happy to give them all the publicity in our power.

Of Mrs. Trollope, and her travels in the United States, he thus speaks, in a subsequent passage:

Domestic Manners of the Americans. By Frances Trollope.

This is a work, which, though its Author be clever, and itself amusing, has, nevertheless, singularly disgusted us. It is equally unjust to America and to England; unjust to America in the unfair tone of ridicule and exaggeration adopted in describing its customs; and unfair to England in supposing that such caricatures will satisfy the interest and the inquiry so ripe among us respecting our transatlantic neighbors. A clever and impartial work on America is yet a desideratum in our literature. From the very company in which Mrs. Trollope left England, viz. Miss Wright, it may be inferred how very Utopian were her visions. No wonder they were disappointed. We do not think these pages worth detailed criticism: we only protest against the judgment which could find nothing to approve or to admire in the industry, the energy, the progress of America. Contending with prejudices is, indeed, fighting with shadows; and what else are the opinions of the Quarterly? The night and the dust of past ages are upon them; a clear light and a fresh air are already rising, and to their utter destruction.

In the last number of Littell's Museum of Literature, an entertaining and instructive miscellany, and, bating its predilection for the commonplace rhymes of Blackwood's "Delta," a discerning and well edited periodical, we find an article from the Foreign Quarterly Review upon the Court of Louis the Fourteenth, which will be read with much interest. The basis of the paper is a new publication, the Memoirs



of the Duc de Saint Simon, which created a considerable sensation in the reading world, when they appeared in 1830. The extravagance and selfishness of the magnificent and courtly Louis are sufficiently known, and acknowledged even by the admirers of his character; but the numerous anecdotes that are now brought to light after slumbering for a century in the MS. papers of M. de Saint Simon, seem to place these qualities of the man and the monarch in a far stronger light than they have hitherto appeared. The character of the "Grand Monarque" is admirably summed up by the Reviewer, from the data of which the memoirs of one of his courtiers here affords. We give the favorable portion of it in the words of the original:

Though the talents of Louis XIV. were in fact rather below mediocrity, he possessed a power of forming his manners and character upon a model, and of adhering to it, which is often more valuable in the conduct of life than the very greatest abilities.

In all personal matters he was perfect. There was a grace in all he did, a precision and an elegance in all he said, that rendered an attention from him a distinction. He knew the value of it, and may be said to have sold his words, nay, even his smile, even his looks. He spoke rarely to any one; when he did it was with majesty, and also with brevity. His slightest notice or preference was measured, or as it were, proportionably, weighed out. No harsh word ever escaped him; if he had occasion to reprimand or reprove, it was always done with an air of kindness, never in anger, and rarely even with stiffness.

He may be said to have been polished to the very limits of nature: no one better marked the distinctions of age, merit and rank, all which he took care to hit exactly in his manner of salutation, or of receiving the reverences on arrival or departure. His respectful manner to women was charming: he never passed even a chambermaid without raising his hat, though, as at Marly, he might know them to be such; and if he accosted a lady, he never replaced his hat till he had quitted her. These are what we call the manners of the old school; he was the perfecter of them, and one of their most successful professors, if not altogether their creator.

In the interior of his domestic life he was remarkably good tempered and patient, punctual and exact in himself, and considerate for others. His own extraordinary regularity made the service of the palace proceed like clockwork: no small convenience for his courtiers, who were bound to be in particular salons, or galleries, or cabinets, at particular moments of their master's day.

He treated his servants and body-attendants with great consideration and favor.

There must have been something very imposing in the expression of his countenance, and in the majesty of his port. Saint-Simon observes, that on occasions of ceremony it was necessary for the person who had to harangue him, to be accustomed to the sight of him, to avoid the risk of blundering and stepping short in his speech. His own answers on such occasions are represented as models of propriety, and were often conceived in an agreeable tone of compliment to the person before him, if such had been called for by the merit of the discourse. On gay occasions he was equally majestic; and though always graceful and easy, never was guilty of the slightest jest, or movement, that could be considered misplaced or awkward: all was decent, grand, noble, and at the same time animated by an air of natural gaiety and good humor, which, joined to his advantages of form and face, made his approach irresistible.

This perfect command of his person was in part the consequence of his excellence at all athletic sports and exercises. He loved the air, and was constantly out in it, either shooting (he was the best shot in France) or hunting. The stag he used to follow at Fontainebleau after he broke his arm, in a calash drawn by four ponies, which he managed at full gallop with admirable skill. He excelled also in dancing, a species of golf, and at racket; and up to a late period of his life was an admirable horseman.

This makes a noble portrait, nor can there be an array of more princely personal qualities in a King. Any one, upon reading the above, would fill up the remaining lineaments of the picture far differently from the original. Such unvarying suavity of manners could only exist, he would think, with innate

benevolence of heart, such unflinching respect towards the gentler sex must arise from true chivalry of disposition, and to the admirable tact and extensive knowledge of human nature possessed by Louis, he would expect to find united a solid judgment and enlightened understanding. All this, however, was far from the reality. The King was selfish to a degree that is almost incredible; and the gross superstition, the egregious vanity, the destitution of settled principles, the ignorance, and coarseness of feeling exposed in the voluminous work upon which the Foreign Quarterly comments, should for ever dispel that illusive greatness with which the magnificence of his court, and the celebrity of the statesmen, generals, divines, and men of literature and science by whom he was surrounded, has invested his name.

"The qualities of his mind," says Grouvelle, "were justness, solidity, constancy, and application;" and another more modern authority, speaking of him "as above the praise of trifles," and repelling low flattery. But according to the development of his character in the pages of M. Saint Simon, his mind was surrendered up to, and constantly employed about, trifles, while the grossest flattery was received with avidity, and even exacted as a right. Like George IV. of England, the King delighted in buoying himself about the meanest minutiae of military affairs; the fashion of a button, or the cut of a collar, and this with a similar attention to the minor details of building, and forming his numerous establishments, was what his complacent biographers after himself called "continual application to business." His shameful method of obtaining information regarding those around him, by having all letters that went through the post opened for his inspection, sufficiently accounts for the King's apparent discernment in forming his opinion of their characters. As to the demonstrations of respect with which Louis treated the females of his court, it was purely external, if it be true, as we find it here stated, that at the time of his warmest attachment to his mistresses, he never regarded either the illness or the sufferings of any one of them. He had none of that kindness of feeling, that generosity of disposition which, in men of gallantry, often redeems many of their faults. He insisted upon every thing conforming to his own habits of living, and we are told that it was necessary for the ladies of his court, well or ill, and even when in the most delicate situation, however inconvenient, to adhere rigidly to etiquette, "to be tight-laced and adorned, ready to go to Flanders, or farther—to dance, sit up, join the fetes, eat, drink, and be merry—to be afraid of nothing, neither to suffer, nor appear to suffer, from heat, cold air, dust, and all this at the exact hour and at the appointed place," without deranging or delaying the royal mechanism for a minute. Such was the private character of him whose household virtues, in spite of his prodigal style of living, have been held up with his munificent patronage of letters and the arts, as a set off against his manifold violation of treaties, and horrible persecution of the Protestants.

LECTURES ON THE EVIDENCES OF CHRISTIANITY.—The Rev. C. P. McIlvaine, of Brooklyn, delivered a course of lectures during the past winter to the members of the Young Men's Society, embracing generally the Evidences of the Truth of the Christian Religion, as derived from the "Authenticity of the New Testament; the Credibility of the Gospel History; the Arguments from Miracles; from Prophecy, from the Propagation of Christianity; from the Fruits of the Gospel, socially and personally," &c. These lectures, which were received, as we have heard, with marked interest and attention, it is now proposed to publish; and to that end subscription papers are left at Leavitt's, Carville, Roe & Lockwood, all in Broadway; and at H. C. Sleight's,

Clinton Hall. They will be comprised in one volume of about 350 8vo. pages, to cost \$2.

Mr. McIlvaine is an earnest, eloquent man, and cannot fail on such a theme to write with ability and fervor.

A FINE SUBJECT FINELY TREATED.—In the London Spectator, we find a critique of a new picture by Haydon, from which we make this extract:

In painting the grand picture of *Xenophon*, Mr. Haydon gives the best of all proofs of his genius and energy, and in the most satisfactory manner, vindicates his claims, as an historical painter, to public and national patronage. It represents the advanced guard of *Xenophon* and his Ten Thousand, on their retreat, coming suddenly in sight of the sea, which they had toiled with almost superhuman endurance to reach. In the centre of the picture is a warrior mounted on an Arab horse, bearing before him his wife, whom he supports in his arms by a scarf slung over his shoulder: she appears exhausted by fatigue, but looks eagerly with glistening eyes towards the sea. In the foreground a soldier, who is pointing towards the mouth of the narrow defile, through which the foremost men are rushing to the desired prospect. Behind this, the principal group, is a young soldier, bearing on his back his aged father, and lower down is a trumpeter ascending the rock, lifting a standard, and blowing a circular trumpet. On the edge of the precipice above, *Xenophon* is seen on horseback, waving his helmet to his troops; and part of the cavalry are defiling along the ridge, their horses snuffing up the breeze from the sea, which is visible in the distance. It is a stirring scene, full of energy and excitement, and depicted in a masterly manner. The spirited figure of *Xenophon*, and the varied action of the horses and men above, are in the highest degree characteristic, and the movement is finely expressed. In the throng immediately before the eye, also, the appearance here and there of an eager face—the straining action of every limb—the trumpets and cymbals, which you almost seem to hear—and the crowd of helmeted heads in the gorge of the pass—all tend to convey the eagerness and breathless anxiety that animate the wearied soldiers.

The composition is vigorous, well arranged, and well filled; and the drawing is such as we see in no other pictures but those of Mr. Haydon. In this respect his power is unrivalled, as well as in depicting physical expression and energy of action. We would point out as especially worthy of admiration, the graceful repose and natural attitude of the female, supported by her husband, whose sinewy limbs and brawny flesh (rather too orange in hue) in contrast with her delicate form, show off its fairness beautifully. The drawing and coloring of the young man reclining, are the perfection of art. His air and attitude are expressive of powerless languor. His limbs, and indeed, his entire form, are absolutely real. The feet and hands are not merely indicated in a generalizing manner, but accurately made in every part; and, like the legs and arms, are solid, fleshy, and glowing with the warm hue of life.

HAVRE, 6th APRIL.—Mr. Washington Irving, one of the most distinguished writers of the United States, is arrived in this town. He will leave here for New York in the first American packet ship which sails.

#### FOREIGN INTELLIGENCE.

Correspondence of the Journal of Commerce.

MARRIAGE, 17th April, 1832.

"We have letters from Bogota of 9th March. Gen. Santander had been elected President by a large majority. We have no local news at all."

The Philadelphia papers received last evening, bring information of the arrival in that city of Messrs. J. Acosta and H. Rodriguez, Commissioners from the Colombian government to Gen. Santander. The object of their mission may be inferred from the above letter. Gen. Santander is now in this city.

AFFAIRS OF COLOMBIA.—We find, says the National Gazette, in the Gaceta of the 18th March a very important and interesting decree. It authorizes the Executive of New Grenada to concert with the governments of Venezuela and Ecuador, a convention of plenipotentiaries of the republics, to discuss and agree upon new terms of union between them—a federative covenant, of which the following stipulations are to form the basis.

The three States to be but one body politic for



any sort of treaty or compact with Spain;—neither to treat with Spain without the previous consent of the others.

The national debt to be equitably and ratably distributed among them, and a commission to be appointed to investigate and settle the whole subject.

In no case of dispute, recourse to be had to arms or hostilities of any description—but all differences and quarrels to be referred to some common arbitrator.

Neither of the States to enter into any treaty or agreement with any foreign power for a transfer, cession or sale of territory, without consultation with the others.

The three States of Colombia to make common cause, in every exigency, for the defence of their independence, the integrity of their territory, or any other important, general right and concern, against any insult or aggression on the part of any foreign power.

Neither State to impose any duties of importation under whatever name, upon foreign manufactures and merchandise arriving in its ports in order to be carried into either of the others.

The Slave Trade to be forever, absolutely and entirely forbidden by all the States.

A republican, popular, representative, elective and responsible government to be perpetually maintained in each State, as the best security of their common welfare, and of the duration of harmony and amity between the three.

A central, consolidated government to be avoided in whatever event; but an agreement may be made for the establishment of a federal system, to be prepared by a convention of delegates from the several States, to be chosen upon the basis of population.

It is highly desirable that the terms of this judicious decree be accepted by Venezuela and Ecuador. Such a compact, a good Federal constitution, and confidence in statesmen of the character and aims of President Santander, would restore, ere very long, that public order and social prosperity, of which the world began to despair for Colombia as well as Mexico.

*From the Pacific.*—By the schooner Ned, Capt. Roberts, arrived yesterday from Rio Salado, Musqui. To Shore, letters have been received from the Pacific. The following extract is from a letter dated Ponta des Arenas, March 25th, 1832.—“President Morazan was raising troops at Leon, to contend against ex-presidents Arce and Guzman. All was quiet in Costa Rica the last of January, and likewise in Peru. British Brig Dawson, Capt. Dawson, sailed from Niocoya March 1, for Lima and London.—British brig Globe, was to sail from same place April 15, for Lima and London.—Brig. Central America was expected about 12th April from Acapulco.—The sloop of war Vincennes, was at Callao January 10, all well.—The Chilean ship revolution, of 400 tons, sunk off the Isle of Cocos, the captain and five of the crew had arrived at Ponta des Arenas, and a schr. had been sent to the relief of the rest of the crew who had landed on the Island.”

#### HOME AFFAIRS.

**AMERICAN BIBLE SOCIETY.**—The sixteenth anniversary of the American Bible Society was celebrated in this city yesterday. On Wednesday, a meeting of the managers was held at the Society's House, for the purpose of receiving delegates from Auxiliary Societies, a large number of whom attended, and made very interesting communications respecting the state of their Societies, and the degree of zeal and activity which exists in the distribution of the Scriptures, and in promoting the great objects of the parent institution.

On Thursday, the Society met at their House in Nassau street, at 9 o'clock in the morning, and after transacting the usual business of the occasion, they moved in procession to the Chapel in Chatham street, for the purpose of holding the anniversary meeting. The president, the Hon. John Cotton Smith, took the chair at 10 o'clock, supported by John Bolton, Wm. W. Woolsey, Peter A. Jay, Stephen Van Rensselaer, and John Pintard, Esq's, Vice-Presidents.

The exercises of the day were commenced by the reading of the 35th chapter of Isaiah, by the Rev. Dr. Baxter, of Virginia; which was followed by a appropriate and highly interesting address from the President of the Society. The Treasurer's account for the past year was read by G. N. Bleeker, Esq. and an abstract of the Managers' Report, by the

Rev. John C. Brigham. Letters from a number of the Vice-Presidents of the Society were produced, apologizing for their necessary absence.

It appeared from the Manager's report, that during the past year 32 new auxiliaries had been formed, making the whole number 838, exclusive of numerous Branches. During the same period 115,802 Bibles and Testaments have been distributed, in thirteen different languages, making the total number distributed by the Society since its formation, one million four hundred and forty two thousand five hundred. Receipts of the year, \$107,059, of which \$40,193.88 were in payment for Bibles and Testaments, \$4,571.74 from legacies, \$23,555.40 donations for general purposes, \$677.07 for the distribution of the Scriptures in foreign countries, and the remainder from other sources. The debt due the Banks has been reduced during the year from \$24,190 to \$22,000.

It was hoped (says the Report) that the managers would be able to report on this occasion that every family in the United States had been furnished with a Bible. They have not, however, this satisfaction, and from the growing changing nature of our population, perhaps they never may be able to make such an explicit report. To the states and territories which were left partially unsupplied last year, books have since been forwarded wherever solicited, and in most instances, as many of these as were supposed adequate to the supply of the destitute.—Distributions have been going on through the year, though from the scattered state of the population, the few to act as Bible distributors, it is feared that in some of the states and territories some counties remain yet to be supplied. The entire report when published will show where the deficiencies of supply exist, and what encouragement there is to expect its ultimate completion.

#### [COMMUNICATED FOR THE NEW-YORK AMERICAN.]

The American Lyceum, which convened at the City Hall, on Friday last, adjourned on Monday evening, after an interesting session. The delegates were very numerous, embracing many gentlemen of high literary distinction from various parts of the country. Several distinguished foreigners were also present by invitation.

The following gentlemen were elected officers for the ensuing year:

- Jno. Griscom, L. L. D., *Pres't.*  
 Alex. Proudft, D. D. *1st Vice-Pres't.*  
 Roberts Vaux, Philada. 2d do.  
 Hon. Edward Everett, 3d do.  
 Thos. S. Grimke, S. C. 4th do.  
 Phil. Lindsay, D. D. Ten., 5th do.  
 Wm. B. Kinney, *Recording Sec'y.*  
 Jona. D. Steele, *Treasurer.*  
*Corresponding Secretaries.*  
 1. Theo. Dwight, jr. N. Y.  
 2. J. L. Comstock, M. D., Con.  
 3. Josiah Holbrook, Boston.  
 4. Timothy Flint, Cincinnati.  
 5. Professor Sturtevant, Illinois.  
 6. Professor Cleveland, Maine.  
 7. Rev. B. O. Peers, Kentucky.  
 8. Thos. P. Jones, M. D., N. Y.  
 9. Prof. Amos Eaton, M. D., D. C.  
 10. Alva Woods, D. D., Alabama.

#### *Additional Committee.*

Professor Olmsted, Yale College.  
 S. H. Seton, Seth P. Staples, Esq's, N. Y.

Messrs. Clay and Sergeant have been unanimously nominated by the Young Men's National Republican Convention at Washington.

**CONNECTICUT.**—The Legislature of this state convened at New-Haven on Wednesday, 2d inst. The message of Governor Peters is a plain document, full of prosperity, and thorough tariff, on which subject it says:

The prosperity and success of manufactures have become identified with the vital interests of our country, and cannot now be abandoned, without the sacrifice of some of our dearest rights, and rendering the fairest portions of our land wide-spread fields of poverty and desolation.

The finances of the state are prosperous, and its expenses small, as thus:

The permanent civil list Fund of the State of Connecticut, amounts to 435, 101 61 cents, the interest of which is applied to the current expenses of the Government.

The revenue of the State, from every source for the year ending on the 31st day of March, 1832,

amounts to \$82,567 15, including cash in the Treasury, on the 1st day of April, 1731, \$849, 96 cents; and uncollectable notes, \$243 19 cents; leaving cash in the Treasury on the first day of April, 1832, \$10,038 35 cents, together with said notes.

The friends of the Penitentiary System have great reason to rejoice at the flattering results of the Connecticut State Prison, during the past year. After paying every expense incurred for the support and management of the establishment, there remains a balance in favor of the institution of \$8,613 53 cts; of which sum \$6,500 have been paid into the State Treasury.

We hardly know whether the Governor is speaking ironically or seriously in the following extract; but if seriously, he may console himself for "the stigma" on Connecticut by the persuasion, that there is no other State in the world that would not be too happy to boast of so small "a stigma."

"By a spirited execution," says the Governor, "of the laws now in force for common school education, the stigma which now rests upon our State, from the fact which has been officially announced, that thirty of our citizens are unable to read, would be speedily and entirely removed."

#### TWENTY-SECOND CONGRESS—1st SESSION.

Wednesday, May 9.

In the Senate, several private bills were acted upon. On motion of Mr. Dickerson, the bill appropriating for a limited time the proceeds of the sale of the public lands, was taken up. The motion of Mr. King to refer the bill to the Committee on Public Lands was discussed, and the question being taken, it was decided in the affirmative by the casting vote of the Vice President. The Post Office Bill was taken up, and Mr. Bibb concluded his remarks in favor of the amendment abolishing the postage on newspapers. Mr. Hill spoke at considerable length, in opposition to the amendment. Mr. Clayton then took the floor and after speaking some time, gave way to a motion to adjourn.

In the House of Representatives, Mr. Verplanck, from the committee of ways and means, reported a bill making appropriations in conformity to the stipulations of treaties with certain Indian tribes, which was read twice and committed. Mr. Newton, from the committee of commerce, reported a bill making appropriations for building light-houses, light-boats, beacons, monuments, and placing buoys, which was read twice and committed.

**CASE OF GEN. HOUSTON.**—Mr. Doddridge, who was entitled to the floor, gave way to the request of Mr. Drayton to be permitted to offer an amendment to the amendment before the House, declaring "That Samuel Houston, who is accused before this House, of a breach of privilege, for having assaulted the member from Ohio for words spoken in debate upon this floor, is not guilty of that offence," which, after a brief discussion on the point of order between Messrs. Huntington and Drayton, was, at the request of Mr. Doddridge, withdrawn for the present. Mr. Doddridge also gave way to Mr. Patton, who said, that having voted without examination, or much reflection, in favor of the arrest of Gen. Houston—as the situation of his only surviving parent would probably prevent his giving his vote on the question before the House, he was anxious to express the opinion he had since formed, that the House had no power whatever in such a case as the present—though the discharge of the accused did not necessarily depend upon that point, as the fact that the outrage was committed for words spoken in debate was not established by evidence.

After Mr. P. had concluded his remarks, Mr. Doddridge proceeded to his argument in support of the amendment of Mr. Huntington, declaring General Houston guilty of a contempt and breach of privilege of the House. Mr. D. went extensively into the Parliamentary law of England, and the precedents of Virginia, Pennsylvania, and other States, on this subject, and contended that the English distinction between the privilege of published speeches, and those delivered in the House, did not exist here.

Mr. Beardsley went into an argument against the amendment, and in support of the original resolution. Mr. B. admitted the power of the House to preserve its privileges, but contended that it possessed no power of retributive punishment. Before he had concluded his speech, he gave way to a motion to postpone further proceedings till to-day at 11 o'clock, when the House, at a quarter to six o'clock, adjourned.



Thursday, May 10.

In the Senate, the Post Office Bill was taken up, the question still being on the amendment abolishing postage on newspapers. Mr. Clayton concluded his remarks in support of the amendment, and Mr. Grundy made some explanations in reply. Mr. Holmes spoke in reply to the remarks made on Wednesday by Mr. Hill. The question being then taken on the amendment, it was decided in the negative, as follows:—

YEAS—Messrs. Bell, Bibb, Clay, Clayton, Ewing, Foot, Frelinghuysen, Hayne, Holmes, Johnston, Knight, Miller, Moore, Naudain, Poindexter, Prentiss, Robbins, Ruggles, Seymour, Silsbee, Sprague, Tomlinson—22.

NAYS—Messrs. Benton, Brown, Buckner, Dallas, Dickerson, Dudley, Ellis, Forsyth, Grundy, Hendricks, Hill, Kane, King, Mangum, Marcy, Robinson, Smith, Tazewell, Tipton, Troup, Tyler, White, Wilkins—23.

Some amendments were then offered, and rejected, and the bill was reported to the Senate; and the amendments adopted in the Committee of the Whole, were concurred in. The question being then on ordering the amendments to be engrossed, and the bill to be read a third time, Mr. Holmes moved an adjournment, which was carried, by a vote of 19 to 18.

In the House of Representatives, the Speaker presented a letter from Mr. Duponceau, on the subject of the bill in relation to the culture of silk, &c., which was referred. Mr. Ellsworth, from the Committee on the Judiciary, reported a bill punishing the making and transporting counterfeit foreign coins, which was read twice and committed. Mr. Jarvis, from the Committee on Commerce, reported a bill repealing in part the 5th section of the act to establish ports of delivery at Ponchartrain and Delaware city, and for other purposes, which was read twice and committed. The House then proceeded to the consideration of the

#### Case of Gen. Houston.

Mr. Beardsley resumed his speech, the conclusion of which occupied about an hour. He contended, that without statute law, the House had not power of punishment, it not being given by the constitution. He admitted that Parliament possessed that power, which was given by the Law of Parliament, a code as distinct and authoritative as the common law. Whether the member from Ohio was justifiable in stating on this floor that he knew all about a fraud between the accused and the late Secretary of War; and by his testimony on oath showing that he knew nothing about the matter, except that an advertisement was published—

Mr. Stanbery rose and said, the gentleman from New York had wilfully mis-stated the testimony in the case.

Mr. Beardsley disclaimed any such intention. Mr. Sutherland supported the amendment in a speech of about two hours. He contended that the distinction between printed and spoken speeches had been exploded in Great Britain and never existed here where the freedom of debate, and liberty of the Press, were inseparable, and equally secured by the Constitution.

Mr. T. R. Mitchell briefly supported the original resolution and opposed the amendment. Mr. Crane addressed the House in support of the amendment. When he had concluded, Mr. Burges obtained possession of the floor, but gave way to a motion to postpone further proceedings till to-morrow 11 o'clock, which was lost, yeas 67, noes 86. Mr. Burges expressed his wish to address the House upon the question, but intimated that he was physically unable to proceed at so late an hour. Mr. Craig then moved that when the House adjourns, it will adjourn to meet at 10 o'clock to-morrow, which was carried. Mr. Reed then moved to suspend further proceedings in the case of Gen. Houston to 10 o'clock to-morrow, which was carried. The House then, at a few minutes past 5 o'clock, adjourned.—[Globe.]

Friday, May 11.

In the Senate, the bill to give effect to the commercial arrangement concluded with the government of Colombia was ordered to a third reading. Much private business was disposed of. The Post Office bill was taken up, the question being on ordering the bill to be read a third time. Mr. Bibb renewed his motion to amend the bill, by adding a clause abolishing postage on newspapers from and after the 31st day of July next. The question being taken, it was decided in the negative, as follows:—

YEAS—Messrs. Bell, Bibb, Clay, Ewing, Foot, Frelinghuysen, Hayne, Holmes, Johnston, Knight, Miller, Moore, Naudain, Poindexter, Prentiss, Rob-

bins, Ruggles, Seymour, Silsbee, Sprague, Tomlinson, Waggoner—22.

NAYS—Messrs. Benton, Brown, Buckner, Dallas, Dickerson, Dudley, Ellis, Forsyth, Grundy, Hendricks, Hill, Kane, King, Mangum, Marcy, Robinson, Smith, Tazewell, Tipton, Troup, Tyler, White, Wilkins—23.

The bill was then ordered to a third reading. The Pension Bill was taken up, the question being on the motion to recommit the bill with instructions to amend it so as to provide for those officers and soldiers who fought in the Indian wars prior to the year 1795. Messrs. Foot, Holmes and Clay spoke against the motion and in favor of the bill, and Mr. Brown spoke briefly in opposition to the bill. The Senate, on motion of Mr. Holmes, adjourned to Monday, by a vote of 22 to 16.

#### Bank of the United States.

In the House of Representatives, Mr. McDuffie, in behalf of the minority of the committee upon the United States Bank, offered a counter report, which he moved might be laid on the table and printed.

The report thus concludes: "Upon a review of the whole ground occupied in the examination they have made, the Minority are of the opinion that the affairs of the Bank have been administered by the President and Directors with very great ability, and with perfect fidelity to all the obligations to the Stockholders, to the Government, and to the country. They regard the Bank as an institution indispensable to the preservation of a sound currency, and to the financial operations of the Government; and should consider the refusal of Congress to renew the charter as a great national calamity."

"They will add, in conclusion, that they are equally decided in the opinion that congress is called upon by the most weighty and urgent considerations to decide this important question during the present session."

Mr. Cambreleng hoped the gentleman from South Carolina (Mr. McDuffie) would withdraw his motion to lay the report upon the table—which being done, Mr. C. inquired whether the answers of the President of the Bank to the questions submitted by him were appended to the report?

Mr. McDuffie replied they were.

Mr. Cambreleng said he would submit a remark in relation to these answers. In consequence of their character, he should be obliged to submit other questions to the President of the Bank. He had hoped that these examinations would have been made in Philadelphia, when he could have examined the President orally, and prevented the necessity of any further inquiries. He had, however, waived the examination, and left the questions with the President of the Bank to be answered at his leisure. In taking such a course, he had not supposed that any advantage would be taken by the President of the Bank of the United States—that he would deny, without explanation, many statements founded on the monthly returns annually transmitted to the Treasury—and that by putting his own construction upon questions, or by misrepresenting them, he would answer inquiries which had never been submitted, apparently for the purpose of making them appear ridiculous. He only rose for the purpose of stating his intention to submit other questions to the President of the Bank, growing out of his answers, which he should hereafter present to the House.

Mr. McDuffie said he had attentively read the answers, and they appeared to be full replies to the questions propounded. If any mistake or misapprehension had occurred, it was most probably on the part of the gentleman from New York.

Mr. Cambreleng said in reply, that, if the gentleman from South Carolina would take the trouble to examine the questions and answers with him, he thought he could satisfy him that many of the questions had not been answered—that statements were denied which were founded on documents received from the Bank annually—and that the President of the Bank had, whether from misconception or not, answered questions which it certainly never was his intention to submit to him or to any one else. In answering the questions too, a spirit somewhat tart had been displayed, which he had not anticipated, on such an occasion, and particularly from the President of the Bank of the United States, on subjects so seriously affecting the public interest.

Mr. McDuffie said, as the interrogatories and their replies would be printed at length, the members of the House would be able to judge for themselves whether the answers were fairly given. He would move to refer the papers to the Committee of the Whole on the state of the Union, to which the subject was referred, which was agreed to.

Mr. Adams said, in consequence of his peculiar situation upon the Committee, he had found himself obliged to draw up his own views of the investiga-

tion, which he hoped to be able to present to the House on Monday.

Mr. Clayton inquired whether it would be now in order to move the printing of an extra number of both reports?

The Speaker suggested that, as the report of the gentleman from Massachusetts would probably be presented on Monday, the motion had better be deferred—to which Mr. Clayton assented.

The House then resumed the consideration of Mr. Houston's case, which was discussed till 9 o'clock, when the vote being taken, it was decided by yeas 106 to nays 89, that he (Houston) was guilty of a contempt of the House and breach of privilege.

We have by this morning's mail the Globe, dated this morning, but printed we presume Saturday night. It furnishes some details as to the proceedings in the Houston case, which are annexed. Neither house sat on Saturday.

The yeas and nays, declaring Mr. Houston guilty of a contempt, &c. were as follows:

YEAS—Messrs. Adams, C. Allen, Allison, Appleton, Armstrong, Arnold, Babcock, Banks, J. S. Barbour, Barnwell, Barringer, Barstow, Isaac C. Bates, John Blair, Briggs, Bullard, Burd, Burges, Cahoon, Chase, Coke, L. Condit, S. Conitt, E. Cooke, B. Cooke, Corwin, Coulter, Crane, Crawford, Creighton, Daniel, John Davis, W. R. Davis, Dearborn, Denny, Devart, Dickson, Doddridge, Duncan, Ellsworth, G. Evans, J. Evans, E. Everett, H. Everett, Felder, Grinnell, Griffin, Heister, Hodges, Hughes, Huntington, Ithie, Ingersoll, Irvin, Jenner, Kendall, Kennon, H. King, Kerr, Lecher, Marshall, Maxwell, R. McKoy, McDuffie, McKay, McKennon, Mercer, Milligan, Newman, Newton, Pearce, Pendleton, Fisher, Potts, Randolph, J. Reed, Reacher, Root, Russell, Semmes, W. B. Shepard, A. H. Shepperd, Slade, Smith, Southard, Spence, Stewart, Storrs, Sutherland, Taylor, Tompkins, Tracy, Vance, Verplanck, Vinton, Wardwell, Washington, Wainwright, Wilkin, Wheeler, E. Whittlesey, F. Whittlesey, Edw. D. White, Wickliffe, Williams, Young—106.

NAYS—Messrs. Alexander, R. Allen, Anderson, Angel, Archer, Ashley, James Bates, Beardsley, Bell, Berrien, Bethune, John Blair, Boon, Bouck, Bouldin, John Brodhead, J. C. Brodhead, Bucher, Cambreleng, Carr, Carson, Chandler, Claiborne, Clay, Clayton, Connor, Craig, Davenport, Dayton, Doubleday, Drayton, Fitzgerald, Ford, Foster, Galtner, Gilmore, Gordon, T. H. Hall, Wm. Hall, Hammons, Harper, Hawes, Hawkins, Hoffman, Holland, Horn, Hubbard, Jarvis, Jewett, Rd. M. Johnson, C. Johnson, C. C. Johnson, Kavanagh, A. King, J. King, Lamar, Lansing, Leavitt, Lecompte, Lent, Lewis, Lyon, Mann, Mardis, Mason, McCarty, Wm. McCoy, McIntire, G. F. Mitchell, T. R. Mitchell, Muhlenberg, Nuckolls, Pierson, Pulmer, Polk, Edward C. Reed, Roane, Soule, Speight, Standifer, Stephens, F. Thomas, P. Thomas, W. Thompson, John Thompson, Ward, Wayne, Weeks, Worthington—89.

Mr. Clay, of Alabama, then moved a resolution that it was inexpedient to proceed further, and that Mr. Houston be discharged. Mr. Huntington moved as an amendment the following:

Strike out all after the word *resolved* and insert:—That Samuel Houston be brought to the bar of the House on Monday next at 12 o'clock, and be there reprimanded by the Speaker for the contempt and violation of the privileges of the House, of which he has been guilty; and that he be then discharged from the custody of the Sergeant-at-Arms.

Resolved, That Samuel Houston be excluded from the exercise of the privilege conferred by the 13th standing rule of the House.

The Speaker decided that the second resolution, as it went to repeal a standing rule of the House was not in order, as a motion for such repeal required a day's notice.

Mr. Mercer appealed from this decision, and it was reversed by the House. The question then being on the first resolution, Mr. Archer expressed the hope that gentlemen would not shrink from their own vote, but impose the punishment of imprisonment, as then the Judiciary might determine whether or not the House had the power they assumed.

Mr. Huntington replied, that the gentleman was perfectly at liberty to move an amendment to that effect, if so he desired.

The question on the first amendment of Mr. H. being taken, it was carried by the same vote, as above. The second resolution was then put, and after debate, was negatived, yeas 90, nays 109. The following members who voted for the reprimand, voting against the forfeiture of the right of entry into the House.

Blair, of S. C.	Duncan,	Fitcher,
Burd,	Ithie,	Hencher,
Crawford,	H. King,	A. H. Shepperd,
Dewart,	Newman,	Smith,

The question was then taken on the resolution as amended, and carried—86 to 84.



Monday, May 14.

In the Senate, the Post Office bill was taken up, read a third time and passed. Mr. Holmes gave notice that, to-morrow, he would ask leave to introduce a bill for the abolition of Postage on Newspapers. Mr. Dickerson gave notice that he would, on Wednesday, call up the bill to repeal, in part, the duties on Imports. This bill is the first which was reported from the Committee on Manufactures, and is limited to unprotected articles. The Pension Bill was taken up, and Mr. Holmes spoke at length in its support. The question being on the motion to re-commit the bill, with instructions so to amend it, as to provide for the officers and soldiers who served in the Indian wars during the revolution and subsequent to it, till the year 1795; a division of the question was called for, and the motion to re-commit was rejected by a vote of 19 to 31.

## HOUSE OF REPRESENTATIVES.

Mr. J. S. Barbour offered a resolution directing the Judiciary Committee to inquire into the expediency of reporting a bill defining contempt against either House of Congress which was adopted.

## Case of Gen. Houston.

Mr. Archer rose and offered a paper on the part of the accused for the consideration of the House. The accused, when brought before the House for judgment, was entitled to state orally the contents of the paper—but the great respect the accused felt for the House, had induced him to submit, beforehand for their consideration, what he proposed to offer. Mr. A. wished not to be understood as acting in consequence of any direct communication with the accused. He had not seen him excepting in the Hall. But having been requested to present the paper, which contained nothing but what was perfectly respectful, he wished it might be read for the information of the House.

Mr. Burges asked what the paper was?

Mr. E. Everett wished the gentleman from Virginia would state the substance of the paper.

Mr. Archer said the accused was about to be brought to the bar of the House to receive judgment for an offence of which he had been declared guilty. It was perfectly within his constitutional privileges, to state at that time the considerations in that paper by way of protesting against the competency of the House to pronounce such a judgment. The accused might have done this without permission, it being his undoubted right—but he thought it more respectful to the House to communicate his intention beforehand. He assured gentlemen there was nothing disrespectful in the language of the paper.

After some conversation between Messrs. Barringer, Vinton and Archer, in which the former gentleman objected to the reading of the paper, Mr. McDuffie said the proposed form was the most unexceptionable one for the accused to do what he had an undoubted right to do. Any man brought up to receive sentence has a right to state the reasons why it should not be pronounced.

Mr. Archer said the accused had no doubt of the right, and the only reason of presenting the paper, by the hand of a member of the House, was to manifest his respect for the House. Mr. A. said, for his own part, he did not care whether it was read or not—he had not the slightest wish on the subject. The accused was willing to apprise the House of what he proposed to say when called before them for judgment. He had been requested by a friend (we understood him to say the counsel of the accused) to offer this paper for the previous information of the House. Whether it was read or not, the contents of the paper would be known throughout the country.

Mr. Barringer withdrew his objection, and the paper was read as follows—

To the Honorable the House of Representatives of the United States:

The accused, now at the Bar of the House, asks leave respectfully to state,

That he understands he is now brought before the House, to receive a reprimand from the Speaker, in execution of the sentence pronounced upon him.

Was he to submit in silence to such a sentence, it might imply that he recognized the authority of the House to impose it.

He cannot consent that it shall be thus implied. He considers it a mode of punishment unknown to our laws, and, if not forbidden by the prohibition of the Constitution against "unusual punishments," yet inconsistent with the spirit of our institutions, and unfit to be inflicted upon a free citizen.

He thinks proper to add, in making this declaration, that he has been unwilling to trouble the House.

That though he believes the whole proceeding a

gainst him, as well as the sentence he now objects to, unwarranted by the constitution of his country, yet circumstances may exist to justify or excuse a citizen in determining (as he has done on this occasion) to suffer in silent patience, whatever the House may think proper to enforce.

May 14.

SAMUEL HOUSTON.

Mr. Archer then moved that the accused be permitted to present this paper to the House at the bar, which was agreed to.

The Speaker then ordered Gen. Houston to be placed at the bar; he soon afterward appeared, accompanied by the Sergeant at Arms.

The Speaker informed him if he had anything to offer to the House before the judgment was pronounced upon his case, it would be received.

General Houston rose and delivered the above paper.

The Speaker then addressed him as follows:

"SAMUEL HOUSTON!—You have been charged with a violation of the rights and privileges of the House of Representatives, in having offered personal violence to one of its members, for words spoken in debate! In exercising the high and delicate power of ascertaining and vindicating their own privileges, the House have proceeded throughout this investigation, and in relation to your individual rights, with all that deliberation and caution which ought to characterize the dignified and moral justice of such an assembly!—

You have been heard in person in your defence: You have been ably and eloquently defended by eminent counsel, and every facility afforded you, to place your cause fully and fairly before the House, and to urge upon its consideration, matters of principle as well as fact, in explanation and justification of your conduct!

Whatever the motives or causes may have been, which led to the act of violence committed by you, your conduct has been pronounced by the solemn judgment of the House, to be a high breach of their rights and privileges, and to demand their marked disapprobation and censure—

If, in fulfilling the order of the House, I were called upon as its presiding officer to reprimand an individual uneducated and uninformed, it might be expected that I should endeavor, as far as I was able, to impress upon him the importance and propriety of sedulously guarding from violation the rights and privileges secured to the members of the House by our invaluable Constitution; but, when addressing a citizen of your character and intelligence, and one who has himself been honored by the people with a seat in this House, it cannot be necessary that I should add to the duty enjoined upon me by dwelling upon the character or consequences of the offence with which you have been charged and found guilty.

Whatever has a tendency to impair the freedom of debate in this House—a freedom no less sacred than the Constitution itself—or to detract from the independence of the representatives of the people in the rightful discharge of their high functions, you are no doubt sensible, must, in the same proportion, weaken and degrade not only the legislature of the nation itself, but the character of our free institutions.

Your own mind will suggest to you probably more suitable reflections than anything which I can say could convey. To those reflections I am prepared to trust; not doubting, that, had you at the time considered the act of violence which you have committed in the light in which it has been regarded by the House, you would have been spared its disapprobation and censure, and I the duty of declaring to you the result of it.

I must say more than to pronounce the judgment of the House, which is, that you have been guilty of a high breach of its privileges, and that you be reprimanded therefore at its Bar by the Speaker; and in obedience to the order of the House, I do reprimand you accordingly.

You will now be conducted from the Bar of the House, and discharged from the custody of the Sergeant at Arms."

After Gen. Houston had left the bar, Mr. Archer moved that his protest be entered on the Journal—which was agreed to.

Mr. Stanbury then moved the rules of House be suspended to enable him to offer a resolution inquiring into the contemplated fraud between John H. Eaton and Gen. Houston—which was carried—Ayes 169, Nays 13.

The resolution was then, after some conversation, adopted.

Mr. E. Cooke presented the following letter from Dr. E. S. Davis:

Brown's Hotel, May 12, 1852.

Hon. E. COOKE Sir:—During my examination before the House of Representatives in the case of Gen. Houston, you very impertinently asked among other questions my business in this city. Whilst the trial of General Houston was pending, I deferred calling on you for the explanation which I now demand through my friend, Gen. Demerly. I am, very respectfully, your most obedient, E. S. Davis.

Mr. Crane then offered the following resolution:

Resolved, That the communication of the Hon. E. Cooke, a member from Ohio, be referred to a Select Committee consisting of seven members, to report the facts and their opinions whether the same establish a contempt and a breach of the privileges of this House or not, and that said Committee have power to send for persons and papers.

Mr. Stanbury, in the course of debate hereupon, reiterated the statement that assaults on members of the House for words spoken in debate were encouraged by the language used by the President of the United States, and said he asked but half an hour to prove the assertion by unquestionable evidence. Mr. Polk (and perhaps others) having declared the statement to be unfounded, Mr. Stanbury moved to amend the resolution so as to institute an inquiry into this matter. After a stormy debate, the Previous Question was called for and carried, precluding the amendment proposed by Mr. Stanbury. The question was then taken by Yeas and Nays on Mr. Crane's motion for a committee, and decided in the negative by Yeas and Nays: Yeas 85—Nays 87.—So the resolution was rejected.

Mr. Adams, from the Bank Committee, made a report expressing the reasons of his dissent from the report of the Committee. Ten thousand copies of this and the other report and documents, were ordered to be printed.

After an ineffectual attempt of Mr. Barbour to get up the Virginia claims bill, the House took up the amendments of the Senate to the Apportionment Bill; and, after Mr. E. Everett had obtained the floor, the House adjourned.

Tuesday, May 15.

In the Senate the Chair communicated a letter from the Secretary of the Treasury, transmitting a statement made by him, in obedience to a resolution of the Senate, showing the amount of duties collected under the existing law, and the amount which will be collected under the bills reported from the committee on manufactures of the Senate, and under the tariff, submitted by the Secretary of the Treasury. Fifteen hundred copies were ordered to be printed. Mr. Holmes introduced a bill, on leave, to abolish postage on newspapers, which was twice read and referred to the committee on the post office and post roads. The resolution some days ago offered by Mr. Benton, for printing blank number of copies of the report of the committee on the Bank investigation, and blank number of the documents accompanying the same, was taken up. On motion of Mr. Dallas, it was amended so as to include the counter reports of the minority of the committee, and the first blank having been filled with five thousand, and the second with one thousand, the resolution was adopted. Mr. Dallas gave notice, that on Tuesday next, he would call up the bill to renew the charter of the United States Bank. On motion of Mr. Smith, the bill authorizing a subscription on the part of the United States to the stock of the Baltimore and Ohio Railroad Company, was taken up for consideration. Mr. Smith commenced a speech in support of the bill, and after speaking a short time, he yielded the floor for the delivery of a message from the House of Representatives. The message was then delivered from the House of Representatives by Matthew St. Clair Clarke, Esq. their Clerk, announcing the death of Mr. Hunt of Vermont, and stating that his funeral would take place next day at 4 o'clock. Whereupon, on motion of Mr. Prentiss of Vermont, the Senate resolved to attend the funeral, and to wear craps on the arm for 30 days. Then, on motion of Mr. Webster, the Senate adjourned till Thursday.

In the House of Representatives, after the Journal was read, Mr. H. Everett rose and announced the death of his colleague the Hon. Jonathan Hunt, to whose memory he paid an appropriate and feeling tribute of eulogy. Mr. E. moved that the members of the House, in token of respect for the memory of Mr. Hunt, wear black craps on the left arm during the remainder of the session, which was unanimously agreed to. Mr. E. said he should make no further motion, as it was the wish of the deceased and his friends that his funeral should be a private one. After sending a message to the Senate informing them of Mr. Hunt's death, on motion of Mr. E. Everett, the House adjourned over till Thursday.



The National Convention of Young Men, at Washington, adjourned on Saturday last.

The National Intelligencer of yesterday thus announces their concluding act—a visit to the tomb of Washington.

The YOUNG MEN'S CONVENTION adjourned, *sine die*, on Saturday morning. At half past nine o'clock, the members, preceded by their officers, marched in procession to a steamboat, on board which they embarked, and proceeded down our majestic Potomac, to the shores of the place where lie deposited the relics of the great patriot and warrior of our country. On Landing at Mount Vernon, the procession resumed the order in which it embarked, and moved, uncovered, in solemn silence, to the same sacred deposit of the remains of the illustrious WASHINGTON. And then, while clustering round that hallowed spot, were read, to the throng of youthful patriots, by Mr. FLAGG, of South Carolina, the last admonitory counsels of the Father of his Country. We cannot figure to ourselves a more imposing spectacle than that exhibited by the numerous representation of the young men—the rising generation of this country, paying a sincere and heartfelt tribute to departed worth, and listening to the parting advice of him who was "first in war, first in peace, and first in the hearts of his countrymen."—The Farewell Address had oft been heard and read, but never, perhaps, were its precepts so impressively inculcated as on this occasion, when they seemed to be forced by the Spirit which guards that venerated spot. Long may the feelings which were then felt and experienced by all, endure! May this band of youthful patriots carry to their respective homes, and disseminate by their precept and example, among their contemporaries, the lessons, both of wisdom and patriotism, which they learned on this occasion, at the altar, consecrated as the burial-place of the immortal WASHINGTON!

#### SUMMARY.

The Board of Assistants, on Friday, appointed Messrs. Holly, Price and Sutton, a committee to inquire into the causes which occasioned the fall of Messrs. Phelps & Peck's store.

In the Board of Aldermen, last evening, the resolution of the Assistants on this subject, was laid on the table. A resolution of a general and prospective character, proposing an inquiry into the means of preventing bad buildings from being erected, was passed without any dissenting voices. The subject is an important one, and we trust will receive the attention which it merits. Committee—Messrs. Robertson, John Palmer and Mandeville.

The APPOINTMENT BILL, as we learn from Washington, with the amendments of the Senate, will be sent back to that body by the House of Representatives, *non concurred in*. It may be feared, therefore, that the Congress will adjourn without determining this question.

ATTEMPTED ASSASSINATION.—Mr. Heard, according to the public notice of his purpose to assault Mr. Arnold of the House of Representatives, attacked him on Monday, at the very threshold of the House, in the presence of nearly a hundred members—both Houses having just adjourned,—struck at him with a bludgeon, without effect, and deliberately fired a horse-pistol at him. The ball entered his sleeve, passed up his arm, which it slightly grazed, and out by his shoulder, glancing near Mr. Tazewell, who, among other members, was just leaving the House. Mr. Arnold thus assailed, best the ruffian to the ground, and was about to stab him with a sword-cane, when his arm was arrested. Heard is in the custody of the civil authority.

We are informed, says the National Intelligencer of yesterday, that bills of indictment were yesterday found by the Grand Jury for the county of Washington, now sitting, against Samuel Houston and Morgan A. Heard, for assaults on Wm. Stanberry and Thomas D. Arnold, with intent to kill.

THE CONSPIRACY CASE.—The whole of Saturday was occupied by the respective counsel in their ad-

resses: Mr. Shankland and Mr. Sheldon for the defendants, and Mr. Maxwell and Mr. Hoffman for the prosecution. The jury retired about half after 9 o'clock, after being charged by the Recorder, and came into court a little after 12, without having agreed upon a verdict. One of their number, Mr. Palmer, stated that he had conscientious scruples in regard to rendering a verdict on the Sabbath, upon which they were remanded by the Court until this morning.

The Jury came into court this morning with a verdict of *Guilty*, against Margaret Agnew, and Geo. Graham. Andrew Agnew, the husband of Margaret, was acquitted. A more righteous verdict was in our judgment never rendered.

By the Sabina, from Canton of 5th February, it seems that the controversy between the Chinese and English is not yet settled. The letter from the Governor General of India to the Viceroy of Canton, was delivered in all form to a Mandarin, but the Viceroy refused to reply, except through the Hong merchants, and the British would not receive the reply in that mode. The Journal of Commerce publishes the following:

[Extract of a letter, dated Canton, Jan. 30.]

I have been more gratified in the acquaintance I have formed with an individual whom it has fallen in my way to meet in the character of a missionary, than with any casual intimacy I have ever formed. His name is Gutzlaff, a Prussian, about 35 years of age. He is an accomplished scholar, an able mathematician, a qualified physician and clergyman, a most cheerful, amiable, zealous, humble, hearty, attractive man,—a missionary "on his own hook," and one of the best masters of his profession I ever saw. The facility with which he acquires foreign languages, gives him an advantage over men of but common talents in that way, and he bears such a resemblance to the Chinese, when his head is shaved and he assumes the one and costume of the country, that he finds but little difficulty in gaining admission to the populous towns and cities of the coast, though the medium of the Junks which trade along the coast from Cochin China to the Wall of Tartary and even beyond it. He speaks the Mandarin (so called) and some of the provincial dialects so well that those who know him to be a foreigner, believe his grandfather must have been a Chinese, and thus the jealousy which exists in regard to barbarians generally, is in a measure removed from him. The frankness of his manner and character recommend him to those who are anti-missionary, and the sufferings and privations he is known to have undergone, operate as a guarantee for his honesty, and excite a salutary sympathy in the intelligent gentlemen residing here.—He makes the practice of medicine the means of introducing himself into the confidence of the people: thus it is a matter of interest with the Captains of the Junks to have him take passage with them.

A block of a ten-two-story brick front houses, built together in Monroe street, was removed yesterday morning, a distance of seven feet back, to conform with the new regulation of that street. The removal of these buildings was accomplished in three hours after the machinery had been fixed for the purpose, and without any apparent injury, to either of them.—[Mercurio.]

Riot &c.—On Monday night, a house between Beaver and Howard sts. in a range with Lodge st. was entirely demolished by a number of the neighbors, who had long been annoyed by the noise of the occupants thereof. It was tenanted by several families, black and white, and the neighbors considered that no effectual measure could be adopted, except the destruction of the domicile. This they carried into effect. The watchmen, with the Mayor and Mr. Pemberton at their head, attended at the scene of difficulty, and used every exertion to produce quiet; but they could not effect it, till the building was razed to the ground.—Some persons have been arrested and held to answer for the offence.—[Alb. Dai. Adv.]

[From the National Intelligencer of Wednesday.]

We mentioned in Monday's paper the serious disposition of the Honorable Jonathan Hunt, a Representative in Congress from the State of Vermont. It is now our painful task to announce his decease, which took place yesterday morning about 6 o'clock, after a protracted illness. Mr. Hunt was highly estimable, both as a public and a private man. Of a delicate constitution, he seldom partici-

pated in the debates of the House, but when he did, it was with an ability and manliness which gave him an elevated standing; and in the domestic and social relations of husband, father, and friend, he was most exemplary, and universally esteemed and respected.

Betrayed by a Waiter.—An incident of a somewhat ludicrous nature, took place a day or two since in an auction store in Broadway. A female, in lady like attire, entered during the sale of household wares, &c. and in a few moments, after viewing the different exposed articles, her eyes sparkled and her heart gladdened at the appearance of a waiter of the circumference of about eight and twenty inches. Her mind was immediately and actively employed in contriving, and while viewing with profound delight the different shades of coloring, which adorned the articles, she was observed to heedlessly drop it upon a chair, and gently adjusting her robes quietly seated herself amongst the bidding multitude. After being rested, and little thinking the eyes of any one were upon her, she arose and was upon the eve of departure when the man of the hammer discovered that the waiter was missing. He immediately accused the *apparent lady* of theft, which naturally was by her denied, but, on the striking of a rattan, which he fortunately held in his hand, against her *unmentionables*, the mystery was solved, the blow having produced a great concussion, and the waiter instantly dropping from its sequestered spot, afforded much amusement to numerous witnesses. The female departed without being legally dealt with; the mortification being considered sufficient punishment.

Quite a Difference.—A merchant of this city a day or two since purchased a quantity of ballast of a lighterman, which on delivery was stated to weigh twenty-six tons. The merchant thinking the quantity small, expressed his doubts as to the correctness of the weight. The lighterman persisted that it was right, but the merchant not being satisfied, had it re-weighed, and found that instead of twenty-six tons, as was represented by the lighterman, the exact weight was 11 tons 6 cwt. 0 qr. 21 lbs., thus falling short more than one half! The public ought to be put on their guard against such outrageous impositions.—[Boston Gazette.]

INQUEST.—An inquest was held at Jersey City yesterday, before Stephens H. Lutkins, Esq. on the body of a man found floating in the river, near the Jersey shore. The Jury returned a verdict, that the deceased, a person to them unknown, came to his death by drowning, or from some other cause to them unknown. The deceased was a person of about 5 feet 6 inches in height, stout build, and about thirty years of age. Had on when found, a red flannel shirt, and a white muslin one over it, mixed cloth pantaloons, black cloth vest, and a pair of coarse boots; had no coat; a few papers were found about him, but they were so obliterated, that nothing material could be gathered from them.

Jersey City, May 14, 1833.

A Scrap of Natural History.—A farmer in Catskill the other day saw in a field two large sized black snakes, one of which he killed. The other made its escape. Having heard that if the dead one is not removed, its companion will return, and lie by the side of it, he visited the spot next day, when he actually found the living and dead snake together, and killed the one which had before escaped.

PHILADELPHIA, May 10.—We learn from Harrisburg, that the State Stock, for \$300,000, to be created under the Act of 5th April, was taken by the Bank of Pennsylvania, on the 8th instant, at 115 9/100 dollars in money for every \$100 of stock.

CINCINNATI, MAY 4.—Distressing Accident.—The eastern mail stage which left this morning, had proceeded as far as the upper crossing on Mill creek, about eight miles, when in attempting to ford the stream the carriage was overturned, and one of the passengers, Mr. Jabez Chickering, a young gentleman recently from Boston, and on his return thither, was drowned. The great eastern mail was found, but in such a wet state that all the newspapers and pamphlets were ruined. The letters were less damaged, and by the exertions of the Postmaster here, to whom they were returned, will again be in a state to forward. The way mail has not yet been heard from. Some friends of the deceased have gone out this afternoon to assist in finding the body, and to bring it to the city for interment. Two of the horses were also drowned.

Steamboat Accident.—The Steamboat Hornet, on her passage from Mayville to Cincinnati on the 18th ult., came in contact with the Polander which carried away her wheel-house and guard. The



Captain of the Hornet, Mr. Mcnau, says the Mayaville Eagle, was standing on the guard at the moment of contact, and it is supposed was crushed to death and swept into the river. His cap, one slipper, pocket book, two teeth, and a lock of bloody hair, were found on the guard. A youth, named Bakewell, a student of Augusta College, who was standing near the Captain, had his collar and breast bones broken, and received several severe contusions in other parts of his body; but it is supposed he will recover. The collision between the boats, we learn, was purely accidental, and no blame is attached to either commander.—[Lexington Ob.]

**Melancholy.**—On Friday last, Mr. Samuel Williams, of Colchester, who was engaged in erecting a new bridge over Onion River, at the place called the "high bridge," lost his life, by falling from one of the timbers into the abyss below, a distance of perhaps seventy feet. At this point the river is very narrow, so that a single string-piece reaches from one shore to the other, and the large body of water thus compressed between the rocks, foaming and dashing through like a cataract, presents one of the wildest scenes on the river. One timber had been laid across, and another about half way, upon it, when, Mr. W. attempted to cross upon them to the opposite shore; but at the point where he stepped down from the end of the latter, he somehow lost his balance and fell headlong into the boiling whirlpool. His body has not yet been found. He was 35 years of age, and left two orphan children.—[Burlington Free Press.]

#### MISCELLANY.

**On long Speeches.**—A long discourse, not only is an abuse of a man's leisure, but in some degree, is an insult to his understanding. With the ignorant there is need of detail; with men of sense something ought to be left, in mercy, to their own intelligence and discernment. No people were more sensible of this necessary act of discretion, than the ancient Greeks. Phocion, preparing to ascend the rostrum, and being asked by some one of those near him the cause of his pensiveness; replied, "I am reflecting how I shall abridge what I am to say on this occasion." Of this Phocion, Demosthenes often said: "This is the axe which prunes my speeches."

In our country, the merit of a speech is measured by its duration. In Greece, an orator was praised for speaking well; in America, for speaking a long time; and the good people are not insensible of the insult offered to their judgment, and of the expense of time and money to the nation; but are themselves accomplices of offence. The Governor made a speech two hours long.—The Attorney General spoke two hours and a half. The longest of Demosthenes' speeches may be read in fifteen minutes; and the most diffuse of Cicero in an hour.

**New Town.**—A town on an extensive scale has recently been laid out, upon the north side of the Maumee River, about three miles above the Bay, and a mile below Swan Creek, by several gentlemen from New York and elsewhere, which has been named the Vistula. It is located on a beautiful table of land, high and dry; the banks are regular in height, and average about twenty-five feet to the Bay. The River is from one half to three fourths of a mile wide, with bold shores; and sufficiently deep for craft of any size to ascend to this point.

The harbor is unequalled on Lake Erie; vessels may pass with safety in and out in any wind. A light-house was completed last fall. One or two steamboats from the Lakes have occasionally made trips to this point; and during the approaching season, it is expected that boats plying between Buffalo and Detroit, will stop at Vistula. The proprietors are making improvements of various descriptions. A substantial dock, four hundred feet in length, has been constructed, and extensive warehouses, stores and dwellings are now building; and arrangements are making to erect several more in the course of the present season. Several canals and Railroads are now under contract, and others contemplated, that will probably terminate at this point. The adjacent country is principally settled and cultivated by enterprising emigrants from the east. The soil is rich, and a portion of the lands high and rolling, intermixed with bottom lands, prairies, openings, and timbered land. There is no section of country which offers superior inducements to commercial men, farmers and mechanics, than this. The distance to Adrian, Tecumseh, and Lower Sandusky, is about 30 miles; to Monroe, 24; to DeLancey, upon the Maumee, 50; Fort Wayne, 100.—[Ohio Sentinel.]

**A NEW COLONY,** says the Redactor, is to be founded in one of the islands of the Archipelago of the Galapagos, on the coast of the Department of the Equator, lately a part of Colombia. Possession has been given by the government to a company of persons, who were about to send 30 or 40 colonists of both sexes to commence the settlement. The land, which now is called James, is to be named Florida, after Gen. Flores. The proprietors intend to cultivate every article that may be necessary to whalers, and to form a salting establishment for salting fish for the neighboring coast, as well as to embark in the fishery of pearl, coral, &c. All industrious settlers who may wish to take up their abode there, it is stated, are offered land, and other necessities. The climate is excellent with a temperature varying between 74 and 76 degrees of Fahrenheit in the hottest hour of the day, according to observations made by officers of the British ship of war Briton. The soil is good. A vessel is to sail regularly between the islands and Guayaquil every month. Facilities are also offered to foreigners engaged in the whalerfishery, as Senor Jose Villamil at Guayaquil offers to forward letters to and from the islands. Many respectable persons compromised in political affairs, it is stated will emigrate thither. James island or La Florida is situated in 12 minutes south lat. and 90 degrees 42 minutes west long. from Greenwich.—[Daily Adv.]

**NEW COLONY.**—A joint stock company has been formed in London, for the purpose of founding a New Colony in Australia. We abridge the following notice of their operations from an English Journal:—

This Company is to possess a capital of £500,000; of which sum one-fourth is to be paid to the government for land, and to be by the government immediately expended in supplying the Company with laborers. With another portion of the Company's capital, the laborers so sent out will be employed in founding a town on the Company's land, and otherwise increasing its value by roads, docks, bridges, &c.; so that it may become the seat of government and the centre of commerce. With another portion of their capital the Company will defray all the expenses of colonial government, until the male adult population shall reach ten thousand, when a legislative assembly is to be called, and the colony is to defray its own expenses of government, besides repaying to the Company what the latter shall have advanced on that score. The remainder of the capital of the Company is to be advanced to settlers possessing some capital, who may purchase land either of the Company or of the government. Thus, up to the extent of 125,000*l.*, persons having, let us say for example, 2000*l.*, may take shares to the amount of 1000*l.* in the Company, borrow 1000*l.* of the Company, and so retain their entire capital for use, besides reaping a share of the Company's profits, to be derived from the re-sale of their land at a much enhanced price.

In the new colony, provision is made for securing an ample supply of labor at all times. This, the one thing needful, is provided for by a very simple regulation. No land is to be given away: all land is to be sold to the highest bidder above a fixed minimum price; and the whole produce of sales is to be employed in conveying labor to the colony. By selecting the emigrants taken out cost-free; by confining the offer of a free passage to young married or marriageable persons of both sexes in equal proportions, the greatest amount of labor will be procured at the least cost. Thus the purchaser of land, though he will appear to buy land, will, in fact, buy labor, and at the cheapest rate. So that no laborer will be able to obtain land until he shall have procured a considerable sum by laboring for hire; and when he shall become a landowner, his place will be supplied by other laborers, to be sent out with what he shall have paid for land.

The rules and regulations of the charter which is to incorporate the Company and found the colony, are to extend to all settlements that may be formed on the southern coast of Australia, between the 132d and 141st degrees of east longitude, and the islands on that line of coast. The spot fixed on for the first settlement is Port Lincoln, a magnificent harbor at the entrance of Spencer's Gulf (see any map) of which a particular description is given by Flinders. The latitude of this spot corresponds with that of Sydney and the Swan River; and Spencer's Gulf lies about midway between these places. Not far from Port Lincoln is an island to which Flinders gave the name of Kangaroo, in consequence of the great number of kangaroos which he saw there. It

is about 80 miles long by 40 broad; and concerning this spot very minute and satisfactory information has been obtained from persons who have carefully examined it, and especially from Capt. Sutherland, late of the ship Long, who is now in London, and who passed an autumn, winter, and spring, on the island.

The following extracts from Capt. Sutherland's Report, will excite rather than satisfy the curiosity of those who may wish to be fully acquainted with the grounds on which the Company in question founds its hopes of success.

"On the western shore, and near the entrance of Spencer's Gulf, is Port Lincoln, one of the most beautiful and most secure harbors in Australia. The bottom is every where excellent, and the soundings are regular from ten to twelve fathoms (French) very close to the shore. The extent of this most magnificent harbor affords sufficient anchorage for any number of ships. At the mouth of the harbor, Boston Island is situated, on each side of which is a passage, free from danger, of between two and three miles in width. Nature seems to have done every thing in favor of this port. Twenty ships could moor within 100 yards of the shore, and the same number anchor in safety further off, the water being always smooth, sheltered by the land from the north-west, and from the southward by Kangaroo Head, and from the north-east by Sutherland's Shoal, extending from the point below Point Marsden about six miles, always dry at half-ebb for nearly the whole distance. The shore is thickly lined with wood and shrubs, interspersed with several high hills the anchorage; the opposite coast on the main is Cape Jarvis, which I should judge to be about fourteen or fifteen miles from the first anchorage, but nearer to Kangaroo Head by three or four miles. The main land here is very high, and at the head of the bay wears every appearance of an inlet or river.

"**The Soil.**—I had an opportunity of seeing much of the interior of the island, having crossed the country in company with two sealers, who had been residents on the island for several years. The land wears every appearance of being fertile—a deep loam with coarse grass bounding with kangaroos and emus: where these animals feed, the grass is much better for pasture. Occasional ponds of rain water are seen, and a plentiful supply of pure spring water is always attainable by digging for it. The land here is as good as any I have seen in Van Diemen's Land; in the neighborhood of Sydney, I have not seen any equal to it. Trees are scattered every where over the plains—the Swamp Oak or Beef wood, and the Wattle (both of which indicate good land), are growing in abundance here. Close on the shore, within from a quarter to half a mile of the sea, the wood is very thick; but when this belt wood is passed, you come on to an open country, covered with grass, where there are often hundreds of acres without a tree: I calculated, by comparison with New South Wales and Van Diemen's Land, there might be on this plain, on the average, three or four trees to the acre. I once crossed the island, a distance of about sixty miles, in two days. Once passed the belt of wood which surrounds the island, we walked straight on and over the plains, found plenty of water in ponds, saw abundance of kangaroos, &c. and met with no difficulty or trouble. As we crossed the island, I looked to the right and left, and saw every where the same open line, now and then changed in appearance by close timber of great height, on high points and ridges of land. In some places we found the grass very high and coarse, in patches; but where the greatest number of kangaroos and emus were found, the grass was short and close. In the other places, short close grass was found between the coarse high patches. Whilst crossing the island we saw plenty of parrots and wild pigeons and black swans on the lagoons.

"**The Climate** appeared to me very temperate, and not subject to oppressive heat; nor do the rains fall in torrents as at Sydney; the dews are heavy, but not injurious to health, which we had ample opportunity of proving, owing to the frequent exposure of our men, many of whom have slept under trees and bushes for several nights together, and although almost wet through, never experienced any ill effects.

"The period during which I stayed on and near the island was from the 8th of January to the 12th of August. I myself landed only once on the main, in the night between Point Riley and Corny Point. The soil was thickly covered with timber and brushwood. Some of my men landed at several different places on the main, being sometimes absent three weeks at a time in search of seals. On these occasions they carried with them bread and some salt meat; but having a musket and a dog with them, they always obtained fresh meat (kangaroo) when on the main, as well as on some of the islands. On these expeditions they never took fresh water with them. They often spoke of the places they had seen as being very pleasant. I never saw or heard of any native dogs on the Island of Kangaroo; and from the very great number of kangaroos, do not believe that there are any. Some of the kangaroos which I killed on the island weighed 130 lbs. Our men used to go to hunt them at sun-rise, when they leave the woods to feed on the grassy plains. I have known as many as fifteen taken by my men in one morning. We never touched any part but the hind quarters."—[Captain Sutherland's Report.]



## POETRY.

The following fine translation, taken from the London Literary Gazette, is by a member of the Garrick Club, a theatrical association, whose formation we noticed some time since:

*Chorus from the Suppliants of Eschylus.*

[The two brothers, Electra and Polyneices, are supposed to be just gone out to fight.]

*Strophe 1.*  
Thou evil prophetic! dread power!  
Goddess of fiend, whatever you be—  
For of the gods is none like thee—  
I see thee come in thine own hour,  
To consummate a funeral dower;  
Unnatural strife, unnatural ire,  
The curses of a frantic sire.

*Antistrophe 1.*  
The sword that made two brothers foes,  
And keen the edge in either hand,  
Was forged in Scythia's iron strand.  
What patrimony had they?—woes;  
What heritage their days to close?  
What destiny? the fate of slaves;  
What kingdom? space but for their graves.

*Strophe 2.*  
When brother falls by brother slain,  
And earth, polluted, drinks the tide,  
The crimson stream of fratricide,  
What power shall purify again?  
What expiation cleanse the stain?  
New crimes on old, and woe on woe,  
Is all the end their house shall know.

*Antistrophe 2.*  
But why this thrice-told warning tell?  
Th' oracular voice is heard at last,  
The generations two are past;  
That speed which tracks the steps of ill  
Pursues the race of Laius still,  
Who, passion blinded, would not see  
His own, the city's destiny.

*Strophe 3.*  
To better counsels conscience mute,  
He wedded misery, grim bride,  
And propagated perdition;  
The seed might well produce the fruit;  
The stem must have a bloody root:  
Madness and blindness both had he  
To plough such soil, and graft such tree.

*Antistrophe 3.*  
His swell like seas, as fast—and now  
As one subsides, another raves,  
And still a third with mightier waves,  
To whelm the vessel, strikes the prow.  
And shall our towers withstand the blow?  
Our walls are weak, their circuit wide,  
The foe is strong, and fierce the tide.

*Strophe 4.*  
Curses sink not into the grave!  
The deadly feud 'twixt son and son  
Must end but there. The strife's begun,  
The billows rise, the tempests rave:  
Blind man, would you your weak bark save,  
Go, lighten her of half her hoard,  
And throw the cargo o'er the board!

*Antistrophe 4.*  
Then boast not of your richest freight,  
Or think of Odysseus the while,  
So mighty once, so proud and great,  
That gods grew envious of his state;  
And Thebes, who basked in plenty's smile,  
Hailed, from the S-hinx's bondage free,  
In him almost a deity.

*Strophe 5.*  
But saddest change was his, to find  
That all things were as prophesied—  
A murdered sire, a mother-bride,  
A maddening frenzy seized his mind—  
To end his crimes came suicide;  
But first a deed of night was done,  
Of night befitting such a son!

*Antistrophe 5.*  
The curse remains: the hour is come,  
Invoked in bitterness of hate,  
That imprecated hour! and fate,  
The sword, and vengeance, seal their doom;  
Their thirst of away but blood can save.  
Then haste thou murderer of a sire!  
Fury! arise, and slay your ire!

[FOR THE NEW-YORK AMERICAN.]

## DEATH.

Ye may twine young flowers round the sunny brow,  
Ye may deck for the festal day,  
But mine is the shadow that waves o'er them now,  
And their beauty has withered away.  
Ye may gather bright gems for glory's shrine,  
Afraid from their cavern home—  
Ye may gather the gems—but their pride is mine,  
They will light the dark cold tomb.

The warriors breastbeats high and proud,  
I have laid my cold hand on him;  
And the stately form hath before me bowed,  
And the flashing eye is dim.  
I have trod the banquet room alone—  
And the crowded halls of mirth,  
And the low deep wail of the stricken one  
Went up from the festal hearth.

I have stood by the pillared domes of old,  
And breathed on each classic shrine—  
And desolation gray and cold  
Now marks the ruins mine.  
I have met young Genius, and breathed on the brow  
That loves his mystic trace—  
And the cheek where passion was wont to glow,  
Is wrapt in my dark embrace.

They tell of a land where no blight can fall,  
Where my ruthless reign is o'er—  
Where the ghastly shroud, and shadowy pall  
Shall wither the soul no more.  
They say there's a home in yon blue sphere,  
A region of life divine,  
But I seek not—since all that is lovely here,  
The beauty of earth—is mine.

E. F. E.

"Honi soit qui mal y pense," is the only remark we have to make in inserting these somewhat free lines; which, if they even partially succeed in correcting one of Fashion's excesses, will not be thrown away.

[FOR THE NEW-YORK AMERICAN.]

## Dédommagement à la mode.

When Fashion proclaimed from her dazzling height,  
Emboldened by power and forgetful of right;  
And at her wild ends to devise something new  
That the bosom thenceforth should be veiled from the view.  
'Twas received with a loud burst of indignation,  
And threw her fair votaries in great consternation.  
Some questioned her right: some demurred, and some doubted;  
Some affected to scorn; some wept, and some pouted.  
Yes, cur'd with resentment was many a lip—  
'Twere heaven to look on and rapture to sip:  
And sweet mouths of roses, all blooming and pretty,  
Were pale with dark anger, and quivering and fretty.  
What a shame, they exclaimed, that charms such as these,  
Should be hid from the sight, when they're just made to please.  
Some thought by evasion it might be defeated:  
Some tied it with gauze; some puffed, and some plaited;  
Some rowed—almost aware; some sighed; some protested—  
The sweet pretty charmers should not be molested.  
Many councils were held, and committees elected,  
And many dark schemes of rebellion projected.  
'Till Fashion alarmed at the far swelling rage  
Thought it best, by concession, the storm to assuage;  
But resolved, like all tyrants with more power than sense,  
That with the late edict she would not dispense.  
'Twas all one, she said, what her nature intended,  
Her royal prerogative must be defended;  
But dutiful subjects might look very soon  
For some compensation in shape of a boon.  
And although to this law strict obedience was meet,  
Yet something, perhaps, might be done for the feet;  
Which might, when with neat little buskins protected,  
From under the dress, be a wee-bit projected.  
At the name of the foot every bosom beat high,  
To think that it's day of deliverance drew nigh:  
'Twas in vain to conceal what every one saw,  
How easy 'twould be to evade every law;  
Once open the door to a licence below  
And no mortal could tell to what height it would go.  
Ere half of the realm the new ordinance knew  
Some thousands of pretty feet popped into view:  
And such was the magical power of the foot  
That they very soon added the ankle to boot.  
Unwilling that things should be done by the halves  
They took in a tuck and then outpeep'd the c—  
Now in every new scheme there will always be starters,  
And some thought it better to raise to the g—:  
While others, desirous in all things to please,  
Resolved that the limit should be at the k—  
Nay, in this windy weather, which all must deplore,  
There are those who imagine they even see there;  
And think, though the fashion I cannot admire,  
There is every appearance that things will go higher!

PEEPER.

## PORTRAIT PAINTING.

'Tis not alone the poetry of form—  
The melody of aspect—the fine hue  
Of lips half blushing, odorous and warm,  
Of eyes like heaven's own paradise of blue;  
Nor all the graces that encharm the view,  
And render beauty still more beautiful;  
But the resemblances that can renew  
Past youth, past hopes, past loves, no shade may dull;  
Affections, years may dim—but never quite annul!  
• Wreathing from death and darkness, undecayed,  
The kindred lineaments we honored here:  
The breast on which our infant brow had laid,  
The lips that kiss away our first brief tear—  
The all we lost, ere yet the funeral bier  
Conveyed to our young souls how great a blow  
Laid desolate the homes we loved so dear:  
Oh, heart!—too early wert thou doomed to know  
The grave that held thy sire, held all thy hopes below!  
Then, ah!—for ever sacred be the art  
Which gave me all the grave had left of mine!  
I gaze upon this portrait till my heart  
Remembers every touch and every line;  
And almost do I deem the gift divine,  
Direct from heaven, and not from human skill;  
Instinct with love, those noble features shine—  
The eyes some new expression seems to fill—  
And half I know these dead, half hope these living still!

## MARRIAGES.

MARRIED, on Wednesday evening, 9th May, by the Rev. Dr. McCartee, Mr. W. Smart, to Miss Margaret Brower, all of this city.

Thursday morning, 10th May, by the Rev. Henry Hunter, Mr. Edward Roome, to Miss Frances H., daughter of Charles Oakley, all of this city.

On Wednesday evening, 9th inst. by the Rev. George Dubois, Rev. Henry Heermance, to Miss Catharine E., only daughter of Edgar Laing, merchant, of this city.

On the 9th May, by the Rev. Mr. Shepherd, at Stratford, (Conn.) Wm. Currie Roberts, M.D. to Matilda, daughter of the late Mr. Martin Hoffman, all of this city.

On Thursday evening, May 10, by the Rev. John M. Gulon, Thomas Brown, Esq. of Montego Bay, (Jam.) to Ann, daughter of the late Captain Elihu Marshall, of this city.

On Thursday evening, 10th instant, by the Rev. Mantos Eastburn, Mr. Francis Morris, to Miss Mary Elizabeth, daughter of the late Matthias Valentine.

At Philadelphia, on Saturday evening, 5th instant, by Rt. Rev. Bishop Kenrick, Louis Charles Phillippo, Comte de Neverlee, to Mademoiselle Louise Josephine Clementine Le Masne Chermon.

On Sunday last, by the Rev. Mr. Dunbar, Mr. Saml Read, to Miss Maria Morgan, both of this city.  
At Cincinnati, Mr. Wesley Smead, to Miss Anella C. McKinon, of New-York.

## DEATHS.

DIED, on Sunday 6th inst. at his residence at Rhinebeck, in his 81st year, Thomas Tillotson, Esq.  
Tuesday evening, Charles Edward, son of John E. Townsend, aged one year.

Thursday morning, 10th May, after a short illness, Frederic Vermilyea, aged 27 years.

Thursday morning, 10th inst. after a short illness, Mr. James Sergeant, in the 70th year of his age.

On Friday morning, May 11th, after a protracted and painful illness, Mrs. Euphemia, wife of John Colvill, Esq. in the 60th year of her age.

On Saturday morning at 2 past 3 o'clock, Capt. James Tallman, 37 years of age, formerly of Camden, Maine, but for several years past a ship master of this port.

At Schuylers, near Ulica, on the 7th inst. in the 77th year of his age, John Graham, Esq. formerly of Morrisania, Westchester co. and lately of this city.  
Mr. Graham served in the Revolutionary war as volunteer aide-de-camp to the late (Vice President) George Clinton, and was for a short time attached to the staff of General Washington.

In Boston on the 12 inst. Mary, consort of Allan Pollock, Esq., Monday evening, of the scarlet fever, James Wm. Dominick, son of Jared L. Moore, aged two years and six months.

The friends and connexions of the family are respectfully invited to attend the funeral this afternoon from 243 East Broadway at 6 o'clock precisely without further invitation.

At Boston, on Wednesday last, Hon. Israel Thorndike, aged 76. Mr. Thorndike has been for the last half century, one of the most distinguished and eminent merchants in this country, and has left a fortune of two millions. He was for many years a distinguished member of the Senate of Massachusetts.

## WEEKLY REPORT OF DEATHS.

The City Inspector reports the death of 114 persons during the week ending on Saturday, 12th inst. viz:—30 men, 20 women, 20 boys, and 24 girls—Of whom 24 were of the age of 1 year and under, 12 between 1 and 3, 17 between 3 and 5, 6 between 5 and 10, 5 between 10 and 20, 11 between 20 and 30, 14 between 30 and 40, 10 between 40 and 50, 3 between 50 and 60, 4 between 60 and 70, 4 between 70 and 80, and 1 between 80 and 90.—*Diseases*—Apoplexy 4, asthma 1, burned or scalded 3, casualty 6, consumption 29, convulsions 3, dropsy 3, dropsy in the chest 2, dropsy in the head 6, drowned 3, dysentery 2, fever, puerperal, 1, fever, remittent 1, fever, scarlet 3, fever, typhus 1, hoarseness or croup 5, hysteria 1, inflammation of the bowels 4, inflammation of the brain 2, inflammation of the chest 1, intemperance 3, marasmus 1, measles 9, palsy 1, peripneumony 3, pleurisy 1, scirrhus of the liver 2, scrofula or king's evil 1, small pox 1, still-born 3, teething 4, unknown 1, whooping-cough 1.

ABRAHAM D. STEPHENS, City Inspector.

## PASSENGERS.

Per ship Louisville, from New Orleans:—Madame Carriek, Mr. Lockhart, lady, 2 children and servant, Mr. Wm F. Krumhaar and lady, Mrs. Stansbury, child and servant, Mrs. Night and servant, Mrs. and Miss Jenkins, Miss Wylie, Messrs R. Holmes, Bishop, J. Ballagh, W. S. Lyne, L. H. Woodworth, F. F. Thomas, W. R. Price, B. Destout.

In the ship John Jay, from Liverpool:—Major Mercer and servant, of Edenborough; Messrs Wilson, of do; Hawes, of London; Alexander, of Dublin; L. & J. Weld, of do; Gapper, lady and daughter, York; UC; Gamble, Bolton, of do; Hall, Need, Holly and Taylor, of London; Buckley, of Wales; Gibson, of Liverpool; McIntire, Montreal; Jacot, of NY; Bissell, of N Carolina; Francis Henry, of Cornwall, Eng; Kaufman, of NY; and Dr. Macartney, Edenborough.

Per packet ship York, for Liverpool:—Samuel Baker, of Jamaica; Mr. Floyes, of do; Edward L. Parsons and lady, of New York; John Hughes, and Mr. Ferguson, of do; Miss Dent, of do; Mr. Kennedy, R. E. of Bermuda; Mr. Blasco, of do; Rev. C. S. Stuart, U. S. Navy; James Davidson, of Kingston; John, Mr. Fickert, of Mexico; Mr. Weir, of New York; Mr. Backhouse, of England.

Per Comet, from St. Denis:—Mrs. Charlotte Hammersley and servant.

Per ship Florian, from Savannah:—Capt. J. Bennett, J. M. Johnson, M. Hutchins, W. J. Haskell, U. S. Commissioner for Mexico; Col. Thompson, W. Parsons and lady, S. H. Thompson, G. H. Cowen and family, Miss Emerson, Mrs. Starr and servant, Miss Halsey, Mrs. J. Connet, niece and two children; Mr. J. Brown.

## NEW-YORK AMERICAN, TRI-WEEKLY.

THE NEW-YORK AMERICAN is now published THREE TIMES A WEEK, in addition to the Daily and Semi-weekly, as usual. This arrangement is made to accommodate a large class of business men in the country, who are desirous of seeing the advertisements of the day, yet are unwilling to encounter the expense of subscription and postage of a daily paper. By this arrangement, it will easily be perceived, their wishes may be gratified, at one half the expense of a daily paper, as most of the advertisements, both of the Daily and Semi-weekly papers, will appear in the Tri-Weekly American; and the reading matter as published in the Daily paper, it will be issued on Tuesdays, Thursdays, and Saturdays, at FIVE dollars per annum in advance, to subscribers out of the city of New-York, and forwarded, according to their order, and for any length of time.

All letters relating to the TRI-WEEKLY AMERICAN may be addressed to the Publisher and Proprietor.

D. K. MINOR, No. 35 Wall-st. N. Y.

## TO RAILROAD CONTRACTORS.

THE Ithaca division of the Ithaca and Owego Railroad (from Ithaca, at the head of the Cayuga Lake, to Owego, on the Susquehanna River) is now under contract, and large forces of men and teams are at work upon the several sections thereof.

PROPOSALS FOR GRADING the Middle and Owego divisions of this Railroad, (amounting to about 20 miles) will be received at the office of the Company, at Ithaca, Tompkins Co. N. Y. until the 16th day of July next.

The Maps and Profiles of this part of the road may be seen at the office of the Engineer in Chief on and after the 1st day of July. The ground will be divided into sections of suitable length, and prepared for the examination of Contractors by the 15th day of July next.

JOHN BANDEL, Jr.

Engineer in Chief.

Engineer Department of the Ithaca and Owego Railroad, April 23, 1852.

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TOWNSEND & DUFFEE, Rope manufacturers, having machinery for making rope to any required length (without splice), offer to supply full length Ropes for the inclined planes on Railroads at the shortest notice, and deliver them in the City of New-York, if requested. As to the quality of the Rope, the public are referred to J. B. Jarvis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson & Delaware Canal & R. R. Co., Carbondale, Luzerne County, Pennsylvania.

Palmira, Wayne County, New-York, 1st mo. 2nd, 1852.

336 if



## NEW-YORK PRICES CURRENT:

Corrected from the "New-York Shipping and Commercial List."

ASHES—						Rye Flour.....do	—	a	4 00		
Pot, first sort, .....	100 lbs	4 45	a	4 50		Indian Meal.....do	2 57½	a	3 00		
Pearl, .....	do	4 05	a	4 70		.....hhd	—	a	14 00		
<b>BEE-SWAX—</b>						<b>FRUIT—</b>					
White, .....	lb	44	a	45		Raisins, Malaga, cask	7 00	a	8 00		
Yellow, .....	do	18	a	20		Do, bloom, .....	2 25	a	2 50		
<b>BOTTLES—</b>						Do, muscatel, .....	2 75	a	3 00		
Bristol, Porter, .....	gross	8 00	a	8 00		Do, bunch, .....	8 12½	a	3 25		
Bewcastle Wines, .....	do	7 50	a	8 50		Do, Sauternes, .....	6 75	a	7 00		
<b>BREAD—</b>						Corranta, .....	11	a	11½		
Very, .....	lb	24	a	—		Almonds, soft shell, ..	11	a	11½		
Flour, .....	do	44	a	—		Do, shelled, .....	13	a	16		
Cakes, .....	do	54	a	54		Fls, Smyrna, .....	8	a	10		
<b>BULKY—</b>						Filberts, .....	3	a	5		
Bamela, first sort, .....	lb	60	a	70		Frupes Bordeaux, .....	14	a	18		
Do, common, .....	do	20	a	40		Tamari, .....	4	a	8		
American, .....	do	15	a	60		<b>GRAIN—</b>					
<b>CANDLES—</b>						Wheat, North riv., bbl	1 05	a	1 10		
Mould, tallow, .....	lb	12½	a	13		Do, Genesee, .....	—	a	—		
Dipped, .....	do	11½	a	12		Do, Virginia, .....	1 06	a	1 12½		
Sperm, .....	do	30	a	32		Do, N. Carolina, .....	1 00	a	1 00		
<b>CLOVESEED—</b>	lb	9	a	11		Rye, Northern, .....	77	a	90		
<b>COAL—</b>						Corn, Yellow, North, ..	58	a	60		
Liverpool, .....	chaldron	—	a	10 00		Do, White, L. I. & N. J.	56	a	60		
Scotch, .....	do	5 75	a	9 00		Do, Southern, .....	53	a	56		
Midway & Bridgeport, ..	do	—	a	—		Barley, North river, ..	—	a	—		
Albion, .....	do	—	a	—		Oats, South & North, ..	42	a	52		
Virginia, .....	do	7 00	a	8 00		Peas, white dry, 7 bush	6 00	a	7 00		
Anthracite, .....	ton	10 00	a	11 00		Do, black eyed, .....	—	a	82		
<b>COCA—</b>						Beans, .....	7 00	a	9 00		
Caracas, .....	lb	12	a	14		<b>HEMP—</b>					
Trinidad, .....	do	5	a	6		Russia, .....	ton	2150	a	2300	
W. I. common, .....	do	4	a	—		Manilla, .....	do	—	a	2350	
Fara, .....	do	5	a	—		Sisal, .....	do	—	a	—	
<b>COFFEE—</b>						American dew-rot, .....	13000	a	15000		
Cuba, .....	lb	11½	a	13½		Yarns, Kentucky, .....	9	a	—		
Brazil, .....	do	12	a	13		<b>HIDES—</b>					
Porto Rico, .....	do	13	a	14		La Plata & R. Grande, lb	14	a	16		
Laguaira, .....	do	12	a	13½		Do, wet, .....	11	a	13		
St. Domingo, .....	do	12	a	13		Do, best salted, .....	6½	a	7		
Java, .....	do	12	a	13		Oronoco, .....	13½	a	—		
Jamaica, .....	do	12	a	13		W. India & Southern, ..	101	a	13		
<b>COPPER—</b>						S. A. Horae, .....	piece	1 45	a	1 55	
Sheeting, .....	lb	92	a	23		<b>HOPS—</b>					
Pig, .....	do	18	a	18½		First sort, 1831, .....	lb	12½	a	20	
Old, .....	do	17½	a	18		Second sort, do, .....	do	10	a	18	
Bolt, .....	do	24	a	—		<b>INDIGO—</b>					
<b>CORDAGE—</b>						Bengal, .....	lb	1 00	a	1 65	
Foreign, .....	lb	10	a	11		Manilla, .....	do	75	a	1 12½	
American, .....	cwt	11	a	—		Caracas, .....	do	1 12½	a	1 35	
<b>CORK—</b>						Guatemala, .....	do	75	a	1 25	
Valpar., .....	gross	40	a	50		<b>IRON—</b>					
Common, .....	do	20	a	30		Pig, Engl. & Scotch, ton	40	00	a	47 50	
Phial, .....	do	5	a	10		Do, American, .....	do	30	00	a	40 00
<b>COTTON—</b>						Bar, do, .....	do	80	00	a	85 00
New Orleans, .....	lb	10½	a	13		Do, Russia, P. S. I., do	100	00	a	103 50	
Upland, .....	do	8½	a	11		Do, new Sable, .....	do	86	00	a	87 50
Alabama, .....	do	9	a	11½		Sweden, .....	do	85	00	a	87 50
Texas, .....	do	—	a	—		English, a&d, .....	do	72	00	a	75 00
<b>COTTON BAGGING—</b>						Sheet, English, .....	cwt	6 75	a	8 00	
Hemp, .....	yd	13	a	21		Ferul. Co. flat & sq, ten	110	00	a	—	
Flax, .....	do	12	a	16		Round, .....	do	120	00	a	150 00
Do, American, .....	do	10	a	20		Hoop, American, .....	cwt	5 50	a	7 00	
<b>DYESTUFFS—</b>						Do, English, .....	do	6 62½	a	6 75	
Russia, broad, .....	piece	2 30	a	—		<b>LEAD</b>					
<b>DUCK—</b>						Fig, .....	per lb	—	a	6	
Russia, U. X., .....	bolt	18 50	a	19 00		Bar, .....	do	—	a	6½	
Do, Bruisguins, .....	do	18 50	a	19 00		Sheet, .....	do	6½	a	7	
Do, Zouff & Konopff, ..	do	17 40	a	18 00		Old, .....	do	—	a	5	
Do, 3rd quality, .....	do	15 50	a	16 00		<b>LEATHER—</b>					
Do, inferior, .....	do	13 00	a	15 00		Sole, Oak tanned, .....	lb	22	a	28	
German, Hall, .....	do	18 00	a	11 00		Do, Hemlock, .....	do	20	a	25	
Holland, A. A., .....	do	24 00	a	25 00		Do, damaged, .....	do	12	a	19	
Raven, .....	do	8 50	a	10 50		Upper, dressed, .....	side	1 75	a	2 75	
Amer. Joy's, all flax, ..	do	15 50	a	13 00		Do, undressed, .....	do	1 50	a	2 50	
No. 1, 8, .....	do	15 50	a	13 00		<b>LUMBER</b>					
Do, Phenix Mills, .....	do	16 00	a	10 00		Boards, N. R., M. ft	—	a	15 00		
Do, Watson, Paterson, ..	do	16 00	a	10 00		Do, East'n Pine, do	16	00	a	17 00	
Do, No. 1, 10, .....	yd	26	a	39		Do, Albany, do, pcs	16	a	17		
<b>DYE WOODS—</b>						Flank, Georgia, do, M. ft	35	00	a	35 00	
Brasilito, .....	ton	—	a	30 00		Staves, W. O. pipe, do	55	00	a	59 00	
Camwood, .....	do	75	00	a	—	Do, do hhd, .....	do	36	00	a	40 00
Fustic, Cuba, .....	do	30 00	a	22 00		Do, do bri., .....	do	29	00	a	32 00
Do, Tampico, .....	do	30 00	a	21 00		Do, do hhd, .....	do	27	00	a	—
Do, Maine, .....	do	13 00	a	15 00		Hauling W. O., .....	do	52	00	a	54 00
Logwood, Campy, .....	do	25 00	a	28 30		Hoops, .....	do	18	00	a	25 00
Do, St. Dom., .....	do	—	a	20 00		Scantling, Pine, .....	do	15	00	a	16 00
Do, Jamaica, .....	do	17 00	a	—		Do, Oak, .....	do	30	00	a	25 00
Nicaragua, Bonaire, .....	do	60 00	a	—		Timber, Oak, .....	sq. ft	28	a	35	
Do, Coro, .....	do	63 00	a	—		Do, Yellow Pine, .....	do	28	a	30	
Do, Hacha, .....	do	87 40	a	75 00		Shingles, Cypress, M. ft	3 75	a	4 00		
<b>FEATHERS—</b>						Do, Pine, bundle	2	50	a	3 00	
Live, Foreign, .....	lb	14	a	20		<b>MAHOGANY—</b>					
Do, American, .....	do	35	a	40		St. Domingo, .....	per ft	6	a	40	
<b>FISH—</b>						Honduras, .....	do	5	a	18	
Dry Cod, .....	per cwt	—	a	3 00		<b>MOLASSES—</b>					
Scale, .....	do	—	a	1 00		Martinique & Guad, gall	25	a	27		
Pickled Cod, .....	per bri	3 50	a	3 75		English Islands, .....	do	20	a	30	
Do, Salmon, .....	do	12 00	a	13 00		Havana & Matanzas, do	23	a	25		
Smoked, do, .....	per cwt	—	a	—		Trinidad de Cuba, .....	do	20	a	28	
Mackerel No. 1, per bri	do	5 50	a	5 50		New Orleans, .....	do	30	a	31	
Do, No. 2, .....	do	—	a	4 12½		<b>NAILS—</b>					
Do, No. 3, .....	do	3 75	a	3 75		Cut, 1d to 40d, .....	per lb	—	a	6	
Shad, Conn. Mass., .....	do	—	a	—		Cut, 3d, .....	do	7	a	8	
Morriaga, .....	do	2 50	a	3 75		Cut, 2d, .....	do	8½	a	9	
Do, Smoked, box	do	26	a	60		Wrought, .....	do	—	a	16½	
<b>FLAX—</b>						<b>NAVAL STORES—</b>					
Spain, .....	per lb	—	a	—		Tar, .....	per bri	1 37½	a	1 44	
American, .....	do	9	a	11		Pitch, .....	do	—	a	1 63½	
<b>FLOUR AND MEAL—</b>						Sisal, .....	do	1 12½	a	1 63½	
New York superfine, bri	do	5 25	a	5 87½		Turpentine Wm., .....	do	2 50	a	—	
Troy, .....	do	5 40	a	—		Do, North C., do, do	do	2 25	a	—	
Ohio, .....	do	5 35	a	5 62½		Spirits Turpentine, gall	37½	a	40		
Philadelphia, .....	do	5 50	a	—		<b>OILS—</b>					
Baltimore & Howard, do	do	6 75	a	—		Florence 30 flasks, box	5 00	a	5 25		
Richmond City Mills, do	do	—	a	6 12½		French 13 bottles, bskt	3 50	a	4 25		
Do, Country, .....	do	5 25	a	5 37½		Olive, .....	per gall	93	a	1 00	
Alexandria & George-	do	5 37½	a	6 62½		Linseed, American, do	88	a	90		
town, .....	do	—	a	5 25		Do, Dutch, .....	do	90	a	91	
Fredericksburg, .....	do	—	a	5 25		Whale, .....	do	25	a	27	
Tombury, .....	do	5 25	a	5 37½		Do, refined, .....	do	—	a	45	
Scratched and fine, do	do	5 00	a	—		Sperm, Summer, .....	do	—	a	80	
Fine middlings, .....	do	—	a	4 75		Do, Winter, .....	do	87½	a	90	

### BANK NOTE TABLE.

U. S. Branch. . . . . 1 a	Thomaston . . . . . do	Vassalborough . . . do	Canal . . . . . do	Portland . . . . . do	Bangor . . . . . do	South Berwick . . . do	U. S. Branch. . . . . 1 a	Cheshire . . . . . do	Concord . . . . . do	Exeter . . . . . do	New-Hampshire do	N. H. — Stratford do	Cumberland . . . . . do	Cao . . . . . do	Merchants' . . . do	Union . . . . . do	Waterville . . . . . do	Saco . . . . . do	Lincoln . . . . . do	NEW-HAMPSHIRE . . .	Rockingham . . . . . do	Portsmouth . . . . . do	Farmers' . . . . . do	Piscataqua . . . . . do	Dover . . . . . do	Winnipesaukee do	MASSACHUSETTS . . .	Plymouth . . . . . do	Pawtucket . . . . . do	Salem . . . . . do	Springfield . . . . . do	Taunton . . . . . do	Worcester . . . . . do	Blackstone . . . . . do	Fall River . . . . . do	Exchange . . . . . do	Attleboro . . . . . do	Asiatie . . . . . do	Mendon . . . . . do	Oxford . . . . . do	Milbury . . . . . do	Housatonic . . . . . do	Hamp. Manufacs . do	Barnstable . . . . . do	Leicester . . . . . do	RHODE-ISLAND . . .	Village Bank . . . . . do	Smithfield Lime . . . do	Rock . . . . . do	Newport Bank . . . do	Roger Williams . do	Scituate . . . . . do	Kent . . . . . do	Eagle, Bristol . . . do	Do. Providence . . . do	Mount Vernon . . . do	Cranston . . . . . do	Bank of Bristol . . . do	Commercial . . . . . do	Freeman's . . . . . do	Franklin . . . . . do	Landholders . . . . . do	Narragansett . . . . . do	CONNECTICUT . . . .	Hartford . . . . . do	Phenix . . . . . do	Middletown . . . . . do	Mechanics' . . . . . do	New-London . . . . . do	VERMONT . . . . .	St. Albans . . . . . do	Windsor . . . . . do	Vergennes . . . . . do	Bennington . . . . . do	NEW-YORK . . . . .	Bank of Albany . . . do	State Bank . . . . . do	Commercial, \$50 . . do	Bank of Troy . . . do	Farmers', \$50 . . . do	Mohawk . . . . . do	Utica . . . . . do	Do. Branch . . . . . do	Ontario . . . . . do	Do. Branch . . . . . do	NEW-JERSEY . . . .	Morris Canal . . . . . do	Trenton B. Co. . . . do	Orange . . . . . do	Washington . . . . . do	People's . . . . . do	Sussex . . . . . do	Farmers . . . . . do	Bk N Brunswick . . . do	PENNSYLVANIA . . .	Montgomery co. . . do	Columbia Br. Co. . . do	Chester county . . . do	Lancaster . . . . . do	Germantown . . . . . do	Delaware county . . do	Penn Township . . . do	York . . . . . do	DELAWARE . . . . .	Wilm & Brand . . . . do	Delaware . . . . . do	MARYLAND . . . . .	Bank Maryland . . . do	Federick co . . . . . do	Westminster . . . . . do	Farmers & Mech . . . do	DISTRICT COLUMBIA .	Alexandria . . . . . do	Fotomac . . . . . do	Union . . . . . do	VIRGINIA . . . . .	Farmers . . . . . do	Do. Branch . . . . . do	NORTH CAROLINA . .	Newbern & Br'nch . . do	SOUTH CAROLINA . .	Union . . . . . do	South Carolina . . . do	GEORGIA . . . . .	State B. & Br'n's . . do	Augusta . . . . . do	Merch. & Planters . do	MISSISSIPPI . . . . .	OHIO . . . . .	Marietta . . . . . do	Lancaster . . . . . do	Mount Pleasant . . . do	Farmers . . . . . do	Farmers & Mech. . . do	Belmont . . . . . do	Commercial . . . . . do	Steuenville . . . . . do	U. S. Branch. . . . . 1 a	Chillicothe . . . . . do	Western Reserve . . . do	Franklin . . . . . do	U. S. Branch. . . . . 1 a	Thomaston . . . . . do	Vassalborough . . . do	Canal . . . . . do	Portland . . . . . do	Bangor . . . . . do	South Berwick . . . do	U. S. Branch. . . . . 1 a	Cheshire . . . . . do	Concord . . . . . do	Exeter . . . . . do	New-Hampshire do	N. H. — Stratford do	Cumberland . . . . . do	Cao . . . . . do	Merchants' . . . do	Union . . . . . do	Waterville . . . . . do	Saco . . . . . do	Lincoln . . . . . do	NEW-HAMPSHIRE . . .	Rockingham . . . . . do	Portsmouth . . . . . do	Farmers' . . . . . do	Piscataqua . . . . . do	Dover . . . . . do	Winnipesaukee do	MASSACHUSETTS . . .	Plymouth . . . . . do	Pawtucket . . . . . do	Salem . . . . . do	Springfield . . . . . do	Taunton . . . . . do	Worcester . . . . . do	Blackstone . . . . . do	Fall River . . . . . do	Exchange . . . . . do	Attleboro . . . . . do	Asiatie . . . . . do	Mendon . . . . . do	Oxford . . . . . do	Milbury . . . . . do	Housatonic . . . . . do	Hamp. Manufacs . do	Barnstable . . . . . do	Leicester . . . . . do	RHODE-ISLAND . . .	Village Bank . . . . . do	Smithfield Lime . . . do	Rock . . . . . do	Newport Bank . . . do	Roger Williams . do	Scituate . . . . . do	Kent . . . . . do	Eagle, Bristol . . . do	Do. Providence . . . do	Mount Vernon . . . do	Cranston . . . . . do	Bank of Bristol . . . do	Commercial . . . . . do	Freeman's . . . . . do	Franklin . . . . . do	Landholders . . . . . do	Narragansett . . . . . do	CONNECTICUT . . . .	Hartford . . . . . do	Phenix . . . . . do	Middletown . . . . . do	Mechanics' . . . . . do	New-London . . . . . do	VERMONT . . . . .	St. Albans . . . . . do	Windsor . . . . . do	Vergennes . . . . . do	Bennington . . . . . do	NEW-YORK . . . . .	Bank of Albany . . . do	State Bank . . . . . do	Commercial, \$50 . . do	Bank of Troy . . . do	Farmers', \$50 . . . do	Mohawk . . . . . do	Utica . . . . . do	Do. Branch . . . . . do	Ontario . . . . . do	Do. Branch . . . . . do	NEW-JERSEY . . . .	Morris Canal . . . . . do	Trenton B. Co. . . . do	Orange . . . . . do	Washington . . . . . do	People's . . . . . do	Sussex . . . . . do	Farmers . . . . . do	Bk N Brunswick . . . do	PENNSYLVANIA . . .	Montgomery co. . . do	Columbia Br. Co. . . do	Chester county . . . do	Lancaster . . . . . do	Germantown . . . . . do	Delaware county . . do	Penn Township . . . do	York . . . . . do	DELAWARE . . . . .	Wilm & Brand . . . . do	Delaware . . . . . do	MARYLAND . . . . .	Bank Maryland . . . do	Federick co . . . . . do	Westminster . . . . . do	Farmers & Mech . . . do	DISTRICT COLUMBIA .	Alexandria . . . . . do	Fotomac . . . . . do	Union . . . . . do	VIRGINIA . . . . .	Farmers . . . . . do	Do. Branch . . . . . do	NORTH CAROLINA . .	Newbern & Br'nch . . do	SOUTH CAROLINA . .	Union . . . . . do	South Carolina . . . do	GEORGIA . . . . .	State B. & Br'n's . . do	Augusta . . . . . do	Merch. & Planters . do	MISSISSIPPI . . . . .	OHIO . . . . .	Marietta . . . . . do	Lancaster . . . . . do	Mount Pleasant . . . do	Farmers . . . . . do	Farmers & Mech. . . do	Belmont . . . . . do	Commercial . . . . . do	Steuenville . . . . . do	U. S. Branch. . . . . 1 a	Chillicothe . . . . . do	Western Reserve . . . do	Franklin . . . . . do	U. S. Branch. . . . . 1 a	Thomaston . . . . . do	Vassalborough . . . do	Canal . . . . . do	Portland . . . . . do	Bangor . . . . . do	South Berwick . . . do	U. S. Branch. . . . . 1 a	Cheshire . . . . . do	Concord . . . . . do	Exeter . . . . . do	New-Hampshire do	N. H. — Stratford do	Cumberland . . . . . do	Cao . . . . . do	Merchants' . . . do	Union . . . . . do	Waterville . . . . . do	Saco . . . . . do	Lincoln . . . . . do	NEW-HAMPSHIRE . . .	Rockingham . . . . . do	Portsmouth . . . . . do	Farmers' . . . . . do	Piscataqua . . . . . do	Dover . . . . . do	Winnipesaukee do	MASSACHUSETTS . . .	Plymouth . . . . . do	Pawtucket . . . . . do	Salem . . . . . do	Springfield . . . . . do	Taunton . . . . . do	Worcester . . . . . do	Blackstone . . . . . do	Fall River . . . . . do	Exchange . . . . . do	Attleboro . . . . . do	Asiatie . . . . . do	Mendon . . . . . do	Oxford . . . . . do	Milbury . . . . . do	Housatonic . . . . . do	Hamp. Manufacs . do	Barnstable . . . . . do	Leicester . . . . . do	RHODE-ISLAND . . .	Village Bank . . . . . do	Smithfield Lime . . . do	Rock . . . . . do	Newport Bank . . . do	Roger Williams . do	Scituate . . . . . do	Kent . . . . . do	Eagle, Bristol . . . do	Do. Providence . . . do	Mount Vernon . . . do	Cranston . . . . . do	Bank of Bristol . . . do	Commercial . . . . . do	Freeman's . . . . . do	Franklin . . . . . do	Landholders . . . . . do	Narragansett . . . . . do	CONNECTICUT . . . .	Hartford . . . . . do	Phenix . . . . . do	Middletown . . . . . do	Mechanics' . . . . . do	New-London . . . . . do	VERMONT . . . . .	St. Albans . . . . . do	Windsor . . . . . do	Vergennes . . . . . do	Bennington . . . . . do	NEW-YORK . . . . .	Bank of Albany . . . do	State Bank . . . . . do	Commercial, \$50 . . do	Bank of Troy . . . do	Farmers', \$50 . . . do	Mohawk . . . . . do	Utica . . . . . do	Do. Branch . . . . . do	Ontario . . . . . do	Do. Branch . . . . . do	NEW-JERSEY . . . .	Morris Canal . . . . . do	Trenton B. Co. . . . do	Orange . . . . . do	Washington . . . . . do	People's . . . . . do	Sussex . . . . . do	Farmers . . . . . do	Bk N Brunswick . . . do	PENNSYLVANIA . . .	Montgomery co. . . do	Columbia Br. Co. . . do	Chester county . . . do	Lancaster . . . . . do	Germantown . . . . . do	Delaware county . . do	Penn Township . . . do	York . . . . . do	DELAWARE . . . . .	Wilm & Brand . . . . do	Delaware . . . . . do	MARYLAND . . . . .	Bank Maryland . . . do	Federick co . . . . . do	Westminster . . . . . do	Farmers & Mech . . . do	DISTRICT COLUMBIA .	Alexandria . . . . . do	Fotomac . . . . . do	Union . . . . . do	VIRGINIA . . . . .	Farmers . . . . . do	Do. Branch . . . . . do	NORTH CAROLINA . .	Newbern & Br'nch . . do	SOUTH CAROLINA . .	Union . . . . . do	South Carolina . . . do	GEORGIA . . . . .	State B. & Br'n's . . do	Augusta . . . . . do	Merch. & Planters . do	MISSISSIPPI . . . . .	OHIO . . . . .	Marietta . . . . . do	Lancaster . . . . . do	Mount Pleasant . . . do	Farmers . . . . . do	Farmers & Mech. . . do	Belmont . . . . . do	Commercial . . . . . do	Steuenville . . . . . do	U. S. Branch. . . . . 1 a	Chillicothe . . . . . do	Western Reserve . . . do	Franklin . . . . . do	U. S. Branch. . . . . 1 a	Thomaston . . . . . do	Vassalborough . . . do	Canal . . . . . do	Portland . . . . . do	Bangor . . . . . do	South Berwick . . . do	U. S. Branch. . . . . 1 a	Cheshire . . . . . do	Concord . . . . . do	Exeter . . . . . do	New-Hampshire do	N. H. — Stratford do	Cumberland . . . . . do	Cao . . . . . do	Merchants' . . . do	Union . . . . . do	Waterville . . . . . do	Saco . . . . . do	Lincoln . . . . . do	NEW-HAMPSHIRE . . .	Rockingham . . . . . do	Portsmouth . . . . . do	Farmers' . . . . . do	Piscataqua . . . . . do	Dover . . . . . do	Winnipesaukee do	MASSACHUSETTS . . .	Plymouth . . . . . do	Pawtucket . . . . . do	Salem . . . . . do	Springfield . . . . . do	Taunton . . . . . do	Worcester . . . . . do	Blackstone . . . . . do	Fall River . . . . . do	Exchange . . . . . do	Attleboro . . . . . do	Asiatie . . . . . do	Mendon . . . . . do	Oxford . . . . . do	Milbury . . . . . do	Housatonic . . . . . do	Hamp. Manufacs . do	Barnstable . . . . . do	Leicester . . . . . do	RHODE-ISLAND . . .	Village Bank . . . . . do	Smithfield Lime . . . do	Rock . . . . . do	Newport Bank . . . do	Roger Williams . do	Scituate . . . . . do	Kent . . . . . do	Eagle, Bristol . . . do	Do. Providence . . . do	Mount Vernon . . . do	Cranston . . . . . do	Bank of Bristol . . . do	Commercial . . . . . do	Freeman's . . . . . do	Franklin . . . . . do	Landholders . . . . . do	Narragansett . . . . . do	CONNECTICUT . . . .	Hartford . . . . . do	Phenix . . . . . do	Middletown . . . . . do	Mechanics' . . . . . do	New-London . . . . . do	VERMONT . . . . .	St. Albans . . . . . do	Windsor . . . . . do	Vergennes . . . . . do	Bennington . . . . . do	NEW-YORK . . . . .	Bank of Albany . . . do	State Bank . . . . . do	Commercial, \$50 . . do	Bank of Troy . . . do	Farmers', \$50 . . . do	Mohawk . . . . . do	Utica . . . . . do	Do. Branch . . . . . do	Ontario . . . . . do	Do. Branch . . . . . do	NEW-JERSEY . . . .	Morris Canal . . . . . do	Trenton B. Co. . . . do	Orange . . . . . do	Washington . . . . . do	People's . . . . . do	Sussex . . . . . do	Farmers . . . . . do	Bk N Brunswick . . . do	PENNSYLVANIA . . .	Montgomery co. . . do	Columbia Br. Co. . . do	Chester county . . . do	Lancaster . . . . . do	Germantown . . . . . do	Delaware county . . do	Penn Township . . . do	York . . . . . do	DELAWARE . . . . .	Wilm & Brand . . . . do	Delaware . . . . . do	MARYLAND . . . . .	Bank Maryland . . . do	Federick co . . . . . do	Westminster . . . . . do	Farmers & Mech . . . do	DISTRICT COLUMBIA .	Alexandria . . . . . do	Fotomac . . . . . do	Union . . . . . do	VIRGINIA . . . . .	Farmers . . . . . do	Do. Branch . . . . . do	NORTH CAROLINA . .	Newbern & Br'nch . . do	SOUTH CAROLINA . .	Union . . . . . do	South Carolina . . . do	GEORGIA . . . . .	State B. & Br'n's . . do	Augusta . . . . . do	Merch. & Planters . do	MISSISSIPPI . . . . .	OHIO . . . . .	Marietta . . . . . do	Lancaster . . . . . do	Mount Pleasant . . . do	Farmers . . . . . do	Farmers & Mech. . . do	Belmont . . . . . do	Commercial . . . . . do	Steuenville . . . . . do	U. S. Branch. . . . . 1 a	Chillicothe . . . . . do	Western Reserve . . . do	Franklin . . . . . do	U. S. Branch. . . . . 1 a	Thomaston . . . . . do	Vassalborough . . . do	Canal . . . . . do	Portland . . . . . do	Bangor . . . . . do	South Berwick . . . do	U. S. Branch. . . . . 1 a	Cheshire . . . . . do	Concord . . . . . do	Exeter . . . . . do	New-Hampshire do	N. H. — Stratford do	Cumberland . . . . . do	Cao . . . . . do	Merchants' . . . do	Union . . . . . do	Waterville . . . . . do	Saco . . . . . do	Lincoln . . . . . do	NEW-HAMPSHIRE . . .	Rockingham . . . . . do	Portsmouth . . . . . do	Farmers' . . . . . do	Piscataqua . . . . . do	Dover . . . . . do	Winnipesaukee do	MASSACHUSETTS . . .	Plymouth . . . . . do	Pawtucket . . . . . do	Salem . . . . . do	Springfield . . . . . do	Taunton . . . . . do	Worcester . . . . . do	Blackstone . . . . . do	Fall River . . . . . do	Exchange . . . . . do	Attleboro . . . . . do	Asiatie . . . . . do	Mendon . . . . . do	Oxford . . . . . do	Milbury . . . . . do	Housatonic . . . . . do	Hamp. Manufacs . do	Barnstable . . . . . do	Leicester . . . . . do	RHODE-ISLAND . . .	Village Bank . . . . . do	Smithfield Lime . . . do	Rock . . . . . do	Newport Bank . . . do	Roger Williams . do	Scituate . . . . . do	Kent . . . . . do	Eagle, Bristol . . . do	Do. Providence . . . do	Mount Vernon . . . do	Cranston . . . . . do	Bank of Bristol . . . do	Commercial . . . . . do	Freeman's . . . . . do	Franklin . . . . . do	Landholders . . . . . do	Narragansett . . . . . do	CONNECTICUT . . . .	Hartford . . . . . do	Phenix . . . . . do	Middletown . . . . . do	Mechanics' . . . . . do	New-London . . . . . do	VERMONT . . . . .	St. Albans . . . . . do	Windsor . . . . . do	Vergennes . . . . . do	Bennington . . . . . do	NEW-YORK . . . . .	Bank of Albany . . . do	State Bank . . . . . do	Commercial, \$50 . . do	Bank of Troy . . . do	Farmers', \$50 . . . do	Mohawk . . . . . do	Utica . . . . . do	Do. Branch . . . . . do	Ontario . . . . . do	Do. Branch . . . . . do	NEW-JERSEY . . . .	Morris Canal . . . . . do	Trenton B. Co. . . . do	Orange . . . . . do	Washington . . . . . do	People's . . . . . do	Sussex . . . . . do	Farmers . . . . . do	Bk N Brunswick . . . do	PENNSYLVANIA . . .	Montgomery co. . . do	Columbia Br. Co. . . do	Chester county . . . do	Lancaster . . . . . do	Germantown . . . . . do	Delaware county . . do	Penn Township . . . do	York . . . . . do	DELAWARE . . . . .	Wilm & Brand . . . . do	Delaware . . . . . do	MARYLAND . . . . .	Bank Maryland . . . do	Federick co . . . . . do	Westminster . . . . . do	Farmers & Mech . . . do	DISTRICT COLUMBIA .	Alexandria . . . . . do	Fotomac . . . . . do	Union . . . . . do	VIRGINIA . . . . .	Farmers . . . . . do	Do. Branch . . . . . do	NORTH CAROLINA . .	Newbern & Br'nch . . do	SOUTH CAROLINA . .	Union . . . . . do	South Carolina . . . do	GEORGIA . . . . .	State B. & Br'n's . . do	Augusta . . . . . do	Merch. & Planters . do	MISSISSIPPI . . . . .	OHIO . . . . .	Marietta . . . . . do	Lancaster . . . . . do	Mount Pleasant . . . do	Farmers . . . . . do	Farmers & Mech. . . do	Belmont . . . . . do	Commercial . . . . . do	Steuenville . . . . . do	U. S. Branch. . . . . 1 a	Chillicothe . . . . . do	Western Reserve . . . do	Franklin . . . . . do	U. S. Branch. . . . . 1 a	Thomaston . . . . . do	Vassalborough . . . do	Canal . . . . . do	Portland . . . . . do	Bangor . . . . . do	South Berwick . . . do	U. S. Branch. . . . . 1 a	Cheshire . . . . . do	Concord . . . . . do	Exeter . . . . . do	New-Hampshire do	N. H. — Stratford do	Cumberland . . . . . do	Cao . . . . . do	Merchants' . . . do	Union . . . . . do	Waterville . . . . . do	Saco . . . . . do	Lincoln . . . . . do	NEW-HAMPSHIRE . . .	Rockingham . . . . . do	Portsmouth . . . . . do	Farmers' . . . . . do	Piscataqua . . . . . do	Dover . . . . . do	Winnipesaukee do	MASSACHUSETTS . . .	Plymouth . . . . . do	Pawtucket . . . . . do	Salem . . . . . do	Springfield . . . . . do	Taunton . . . . . do	Worcester . . . . . do	Blackstone . . . . . do	Fall River . . . . . do	Exchange . . . . . do	Attleboro . . . . . do	Asiatie . . . . . do	Mendon . . . . . do	Oxford . . . . . do	Milbury . . . . . do	Housatonic . . . . . do	Hamp. Manufacs . do	Barnstable . . . . . do	Leicester . . . . . do	RHODE-ISLAND . . .	Village Bank . . . . . do	Smithfield Lime . . . do	Rock . . . . . do	Newport Bank . . . do	Roger Williams . do	Scituate . . . . . do	Kent . . . . . do	Eagle, Bristol . . . do	Do. Providence . . . do	Mount Vernon . . . do	Cranston . . . . . do	Bank of Bristol . . . do	Commercial . . . . . do	Freeman's . . . . . do	Franklin . . . . . do	Landholders . . . . . do	Narragansett . . . . . do	CONNECTICUT . . . .	Hartford . . . . . do	Phenix . . . . . do	Middletown . . . . . do	Mechanics' . . . . . do	New-London . . . . . do	VERMONT . . . . .	St. Albans . . . . . do	Windsor . . . . . do	Vergennes . . . . . do	Bennington . . . . . do	NEW-YORK . . . . .	Bank of Albany . . . do	State Bank . . . . . do	Commercial, \$50 . . do	Bank of Troy . . . do	Farmers', \$50 . . . do	Mohawk . . . . . do	Utica . . . . . do	Do. Branch . . . . . do	Ontario . . . . . do	Do. Branch . . . . . do	NEW-JERSEY . . . .	Morris Canal . . . . . do	Trenton B. Co. . . . do	Orange . . . . . do	Washington . . . . . do	People's . . . . . do	Sussex . . . . . do	Farmers . . . . . do	Bk N Brunswick . . . do	PENNSYLVANIA . . .	Montgomery co. . . do	Columbia Br. Co. . . do	Chester county . . . do	Lancaster . . . . . do	Germantown . . . . . do	Delaware county . . do	Penn Township . . . do	York . . . . . do	DELAWARE . . . . .	Wilm & Brand . . . . do	Delaware . . . . . do	MARYLAND . . . . .	Bank Maryland . . . do	Federick co . . . . . do	Westminster . . . . . do	Farmers & Mech . . . do	DISTRICT COLUMBIA .	Alexandria . . . . . do	Fotomac . . . . . do	Union . . . . . do	VIRGINIA . . . . .	Farmers . . . . . do	Do. Branch . . . . . do	NORTH CAROLINA . .	Newbern & Br'nch . . do	SOUTH CAROLINA . .	Union . . . . . do	South Carolina . . . do	GEORGIA . . . . .	State B. & Br'n's . . do	Augusta . . . . . do	Merch. & Planters . do	MISSISSIPPI . . . . .	OHIO . . . . .	Marietta . . . . . do	Lancaster . . . . . do	Mount Pleasant . . . do	Farmers . . . . . do	Farmers & Mech. . . do	Belmont . . . . . do	Commercial . . . . . do	Steuenville . . . . . do	U. S. Branch. . . . . 1 a	Chillicothe . . . . . do	Western Reserve . . . do	Franklin . . . . . do	U. S. Branch. . . . . 1 a	Thomaston . . . . . do	Vassalborough . . . do	Canal . . . . . do	Portland . . . . . do	Bangor . . . . . do	South Berwick . . . do	U. S. Branch. . . . . 1 a	Cheshire . . . . . do	Concord . . . . . do	Exeter . . . . . do	New-Hampshire do	N. H. — Stratford do	Cumberland . . . . . do	Cao . . . . . do	Merchants' . . . do	Union . . . . . do	Waterville . . . . . do	Saco . . . . . do	Lincoln . . . . . do	NEW-HAMPSHIRE . . .	Rockingham . . . . . do	Portsmouth . . . . . do	Farmers' . . . . . do	Piscataqua . . . . . do	Dover . . . . . do	Winnipesaukee do	MASSACHUSETTS . . .	Plymouth . . . . . do	Pawtucket . . . . . do	Salem . . . . . do	Springfield . . . . . do	Taunton . . . . . do	Worcester . . . . . do	Blackstone . . . . . do	Fall River . . . . . do	Exchange . . . . . do	Attleboro . . . . . do	Asiatie . . . . . do	Mendon . . . . . do	Oxford . . . . . do	Milbury . . . . . do	Housatonic . . . . . do	Hamp. Manufacs . do	Barnstable . . . . . do	Leicester . . . . . do	RHODE-ISLAND . . .	Village Bank . . . . . do	Smithfield Lime . . . do	Rock . . . . . do	Newport Bank . . . do	Roger Williams . do	Scituate . . . . . do	Kent . . . . . do	Eagle, Bristol . . . do	Do. Providence . . . do	Mount Vernon . . . do	Cranston . . . . . do	Bank of Bristol . . . do	Commercial . . . . . do	Freeman's . . . . . do	Franklin . . . . . do	Landholders . . . . . do	Narragansett . . . . . do	CONNECTICUT . . . .	Hartford . . . . . do	Phenix . . . . . do	Middletown . . . . . do	Mechanics' . . . . . do	New-London . . . . . do	VERMONT . . . . .	St. Albans . . . . . do	Windsor . . . . . do	Vergennes . . . . . do	Bennington . . . . . do	NEW-YORK . . . . .	Bank of Albany . . . do	State Bank . . . . . do	Commercial, \$50 . . do	Bank of Troy . . . do	Farmers', \$50 . . . do	Mohawk . . . . . do	Utica . . . . . do	Do. Branch . . . . . do	Ontario . . . . . do	Do. Branch . . . . . do	NEW-JERSEY . . . .	Morris Canal . . . . . do	Trenton B. Co. . . . do	Orange . . . . . do	Washington . . . . . do	People's . . . . . do	Sussex . . . . . do	Farmers . . . . . do	Bk N Brunswick . . . do	PENNSYLVANIA . . .	Montgomery co. . . do	Columbia Br. Co. . . do	Chester county . . . do	Lancaster . . . . . do	Germantown . . . . . do	Del
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